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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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BUICK CLUB

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

August 27, 1982

VOL 1 ISSUE #8

Dear Members,

Well I'm catching up fast. Issue # 7 is laying here ready to be mailed and I just finished issue #8 and will be sending it to the printer in the morning. Since # 8 is right on the tail of #7 I have nothing in the "Parts for Sale & Parts Wanted", so I am repeating them in issue #8. PLEASE start sending in your needs as I am out of everything except "Technical" to print in #9....We need some stories about your cars and some pictures. Everyone likes a good story.

In this issue I am running a few pages of a 1937 Buick Magazine that Bob Pipkin sent me to copy. I know you will all enjoy reading the articles from it. I have a very good copy machine if any of you have something you would like to share with the other members. I will copy your original and return it to you the same day. Some of the members have been sending in Xerox copies of items, but the quality is so bad we can't print it. You must have a good clear copy to reproduce it in print. How about some "Cover Car" photos. Believe it or not...very few members are sending in any photos. I will return all photos after they are printed if you request it. Printed material I can copy and return the same day, but photographs need to be used to make a plate off of, so it will take about three weeks to get them back, but you will get them back..

Membership is now at 338 and my goal is 500. How about some help out there...The more members we have the better. As the income increases, so will the quality of our Newsletter. Who knows...maybe someday we can have some color photos and increase the size of the publication. Well Guys...Lets start writing those letters...I'm ready for issue #9 and have nothing to write.....You can blame me for #7 & #8 being late, but # 9 is up to you...

Dave

Dave

1982 MEMBERSHIP APPLICATION 37/38 BUICK CLUB



A MEMBER SUPPORTED

NATIONAL BUICK CLUB

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

YEAR _____ MODEL _____ CONDITION _____ SCALE 1 to 10...10BEST

PHONE () _____

CLUBS FISCAL YEAR ENDS JANUARY 30

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BUICK CLUB

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

BUICK CLUB RULES & REGULATIONS Effective 6-1-82

A INDIVIDUAL MEMBERSHIPS

You must be the proud owner of any model 37/38 Buick or in the pursuit of...

You must understand that the sole purpose of this Club is to preserve and to maintain these fine cars.

You must understand that for this club to survive, you must participate in some form during the course of your membership in order for you to remain in the club. If the bulk of our members "read" only, we can not survive.....

You must understand this club is based on it's membership being "hobbyist" and you are to treat each other in this vain.

All Advertising to Individual Members is "Free" limited only by space available

The Editor reserves the right to reject any and all memberships that are found to be engaging in un-ethical practices.

Any member that is selling parts as a sole means of making a living will be required to pay commercial rates for their advertising.

B NON MEMBER ADVERTISING

Non Member Advertising will be allowed on a Free Basis..This will only be allowed in the "PARTS FOR SALE" and "CARS FOR SALE" sections...&...

C COMMERCIAL VENDORS

Commercial Vendors may join our club.

It is not required for Vendors to join our club in order to advertise, but if they do join they will receive all issues in order to keep abreast with our activities.

The Editor reserves the right to reject any Vendors application that is found to practice un-ethical practices in our sport.

A Free issue will be sent to any Vendor Advertising in a current issue.

D COMMERCIAL ADVERTISING RATES

One Full Page...\$35.00 One Half Page..\$20.00 One Quarter Page..\$10.00

E DUES AND POSTAGE

Membership runs from Feb 1 thru Jan 31 of each year-...Annual Dues \$20.00 (Bulk Mail)
First Class Mail \$6.50 extra per year. Overseas Members, Air Mail, \$45.00 per year.
Canada, First Class Only, \$26.00 per year. August thru Jan...½ price

DUG WAGGONERS 1938 SERIES 44 TWO DOOR SEDAN.....

After much reading and watching for certain cars to come on the market I remembered our family always had Buicks. I figured with that kind of recommendation I couldn't go wrong. So when a 1938 Model 44 showed up in the Hemmings January 1981 issue I jumped on it. It was one of those love at first sight deals. The seller wouldn't part with it until someone actually looked at the car. Up to this point my wife was disappointed, to say the least, about my other "bargains". The price was right, but disassembled. She would say.. "can't you find one that we can drive home?"

The photo was taken at the Golden Gate Bridge in San Francisco just before all the bumper were rechromed. The car is what I would classify as a #8-Older restoration. It needs a total restoration from nose to tail, inside and out. Every time a new piece is added, it puts the rest to shame. The new J.B. Donaldson Steering Wheel looks great, but now the Dash needs to be wood-grained and the red-marron upholstery makes it look like something out of the red light district. (Yuck!)

But for now "We" drive it everywhere. I finally let my wife drive. I figure as much support and elbow grease as she's put into it, she deserves it. LETS HEAR IT FOR THE WIVES.

Dug & Sonja Waggoner #10



1938 - 44

Dear Dave -

I've really been enjoying the issues of Swap n' Sell and I can see that they will become an exceptional source of technical information about our '38s and '37s.

In reading the color charts for the cars it occurred to me that I still don't have the stripes painted on the wheels of our '38 Special. As you know from the color chart, our Homer Grey car takes the Stanhope Blue wheels. Many Buick people don't know that this was the only color for the Homer Grey cars and I might be inclined to agree with them that a red wheel would have looked nice instead. But, now I am straying from my point.

Can one of our members furnish Swap n' Sell with an accurate pattern for the stripe design that belongs on the '37-8 wheels? This would required some of the following things:

1. The exact width of the stripes
2. The exact spacing between the stripes
3. A locational guide for the stripes, such as distance from the wheel center or nearest UNMISTAKABLE land mark on the wheel or wheel rim including method of measurement
4. Recommendations for how the job should be approached
5. Materials required

Here is a tech tip for our members. When I first got our '38 in 1969 it made a terrible clanging/clunking noise if we drove it over almost any kind of bump. It really didn't matter what kind of bump and was irregular in performing for us when we tried to locate it. When I took the car to the Green brothers garage for an engine overhaul I mentioned the problem to them. When the car came back after the over haul, the clanging/clunking noise was gone. They told me that it was the emergency brake cable yoke slapping against the torque tube that made the noise. The fix - fastening a small piece of old inner tube or tire to the yoke between the yoke and the torque tube. Silence and the "Buick quite" was restored.

Green's Garage, 30393 Center Ridge Rd, Cleveland, Ohio 216-871-3868 is already known to the Cleveland area Buick owners. There are three brothers and they have extensive experience in Buick straight 8s. They even raced them in the early years of the '37-8s. They are by far the best people on Buick, and all other, mechanical work. They also have a very reasonable price schedule for their work and I HIGHLY recommend them.

Can't wait for the next issue.

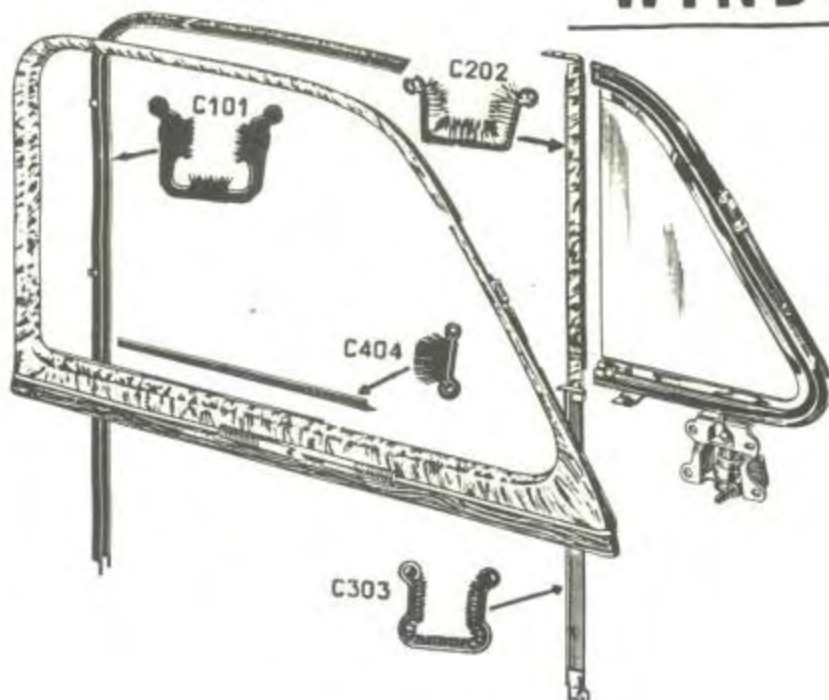
Sincerely

Frank #25
Wenica

PS: As you may remeber, Elaine and I started the AMC RAMBLER CLUB about 2½ years ago and we know WELL what efforts you have to put into the 37-8 Buick Club. I will send you a sample of our next issue of the Rambler Reader so you can see what kind of publication it is and also see the style of printing work our printer does, for a reasonable price. It may give you some ideas, that you can use. We're enjoying S&S very much,

37/38

WINDOW CHANNEL



COST AND USAGE

C101 Flexible Window Glass Channel.
Mohair Covered, Cloth Covered
with Stainless Steel Bead.
Fits all 1933-60 Side Windows.
C101 Flexible Channel (6 ft) 15.60

C202 Rigid Division Bar (UPPER)
with Stainless Steel Bead and
used on Front or Rear Door Win-
dow Channel above belt line
molding. Fits all 1933-60

C202 Division Bar (UPPER) 8.50
(Two 18" Lengths)

C303 Rigid Division Bar (LOWER)
with Stainless Steel Bead and
used on front or Rear Door Win-
dow Channel below belt line
molding. Fits all 1940-60

C303 Division Bar (LOWER) 8.50
(Two 18" Lengths)

C404 Flexible Sweeper for inner and outer
beltline and used on all cranking or
sliding window glass. Applies to 1933-
60 All Models.

C404 Flexible Sweeper (6 Foot Lengths) 11.75



Complete WINDOW CHANNEL KITS that include rigid and flexible channel and flexible sweepers.
Each KIT services one car.

CK100	Window Channel Kit	1933-60 4 Door Sedans & Station Wagon	112.00
CK200	Window Channel Kit	1933-60 2 Door Sedans and Coupes	93.00
CK300	Window Channel Kit	1933-60 2 Door Convertible	45.00
CK400	Window Channel Kit	1949-60 2 Door Hardtop (No Center Post)	45.00
CK500	Window Channel Kit	1955-60 4 Door Hardtop & Wagon (No Center Post)	49.50
CK600	Window Channel Kit	1936-41 2 Door Business Coupe	54.00



MIKE FUSICK

MEMBER #210

443 NORTH STREET

WINDSOR LOCKS, CONN. 06096

1-203-623-1589 MON-FRI

CARS FOR SALE

1937 Buick Roadmaster Series 81 in the process of professional restoration...
New Paint (Original Dark Blue) New Tires and Brakes. Car has Dual Sidemounts and runs great.
Car is 99% complete with Factory Radio and Heater. Asking Price...\$7,500.00....

Robert McLaughlin #78
428 W. Fern Ave.
Redlands, CA 92373
714-792-5355

1937 40C Convertible Phaeton....Generally Complete with Dual Sidemounts. Running and driving condition. Rust out in left rocker. All Floors, including trunk, are solid. Only minor body work needed on left front door and right rear door. Has title... This car is an easy restoration project and is worth \$20,000 when done. This model is one of the most sought after Buicks made. I am reducing the price on this car for the last time.....\$8,500.00 Lee Hopkins #13 Box 746 Ennis, MT. 59729-0746
Phone 406-682-4670 5:30 to 10:00 P.M. Week Days and all day on week-ends.....



1937 Buick Century Two Door Sedan....Dual Sidemounts, New Cloth Interior, New Wood Graining all new Rubber Products, New Bengal Brown Lacquer Paint, All New Plastic, including Steering Wheel. New Radiator, Brakes, Shocks, Clutch etc. Car is a fast, reliable Century ready to go or show. Selling to help finish restoration of my 1938 Century four door fast back sedan. Selling for less than my costs in this car....\$9,800.00

W.B. Pipkin 2516 62nd S.E. Salem, OR 97301 Phone 503-363-4712 Member #76





A MEMBER SUPPORTED

NATIONAL BUICK CLUB

CARS FOR SALE

1938 Buick Opera Coupe..98% Restored. Interior only part yet to be done.Engine is rebuilt. Radio,All Chrome,New Steering Wheel,Heater,New Woodgraining,New Tires New Fuel Pump,Rebuilt (Factory) Carb,N.O.R.S. Generator,New Regulator, New Glass,New Chrome on Bumpers and Guards and also has Center Bumper Emblem. Car has Fog Lights and Spot Light New Exhaust and an extra Transmission, Head and many more parts. Asking \$4,400.00,But will bargain or trade...

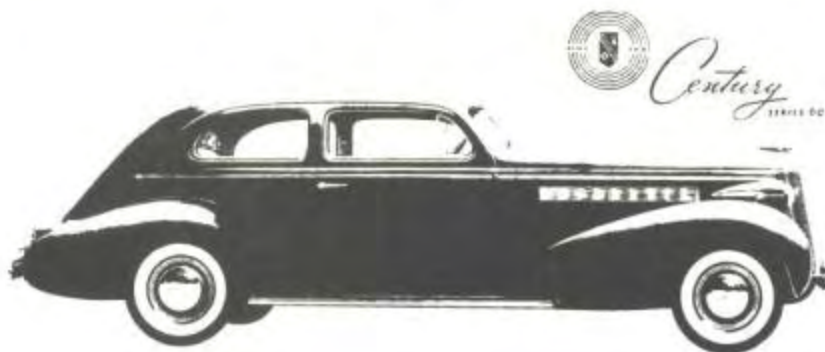
Dennis Huber #110
219 Pebble Ck
Summerville,S.C. 29483
803-873-3303

1938 Buick Century Trunk Back Sedan..Asking price reduced. Car has Dual Sidemounts and is in excellent condition. Best of Show Trophy to it's credit. All Complete; excellent rubber with Wide Whites. 56,000 miles..Have over \$8,300.00 invested and will sell for substantially less as I need the space. Car is driven regularly and will drive anywhere. Serious Parties may call Collect to; 314-237-3190 or write to....

Robert W. Kroening #17
Rt 4Box 196
New Haven,MO. 63068
S.A.S.E.

CAR WANTED.....

1937 BUICK MODEL 64 IN RESTORABLE CONDITION....HELP ME FIND THIS CAR....PLEASE!



LEE HOPKINS #13
Box 746
ENNIS, MT. 597-290746
406-682-4670

DO YOU HAVE A CAR FOR SALE?????

YOU COULD HAVE PLACED A FREE AD HERE.....

1938 CENTURY CONVERTABLE COUPE... Authentic to the last nut and bolt...95 Point Show Restoration. Have all records since car was new. Dual Sidemounts, Tripps, Denmans, Carot Beige with Red Wheels. Price is \$28,500.00

Dick Osgood #146
1265 Golden Way
Los Altos, CA 94022
415-968-1781

RARE CAR... 1938 90L Custom Body..Jump Seats, Division Window. This Car was formerly owned by Mayor LaGuardia of New York City. Nice Straight 25,000 mile car. \$12,500.00



Ray Lawson #16
251 Nottingham
Troy, MI 48098
313-879-7327

1937 Buick 40C..This car is overall very nice. Excellent driver and very solid Car. Color is dark brown with white top. Asking price is \$21,000.00



Hank Bates #326
215 Washington Street
Sherborn, MASS 01770
617-655-0732

1937 Series 46C Rumbleseat Convertible Coupe. Restored two years ago..Complete Frame off. Excellent example of a Show or Go Car...Sidemounts, Radio, Heater with defroster, White Walls, Tripp Lights. Car is detailed down to the last items. Botticelli Blue Acrylic Lacquer with Tan Interior. Price is \$19,000.00

Tom Jones #228
2941 Old Wharf Road
Suffolk, Virginia 23435
804-484-5232

Support Our ADVERTISERS

BILL HIRSCH CO. 1937-1938 Parts. . .

- **Engine Paint** — We carry a Full Line of Engine Enamels. Dark Green, High Gloss For 1937 and 1938 Buicks.....\$12.50 Qt.
- **Hub Caps** — We handle the finest 1937 and 1938 Buick Hub Caps. These are the Highest Quality Available.....\$60.00 Ea.
- **Paints** — High Quality, High Gloss Pure Nitrocellulose Lacquer, As the Original Buicks were Painted. All Colors Available.\$33 to \$39 Gal.
- **Trim Rings** — We Handle one of the Finest 16" Wheel Trim Rings. High Quality SHOW CHROME, Satisfaction Guaranteed.....\$35.00 Ea.
- **Gas Tank Sealer** — This Product is used to Seal the inside of Fuel Tanks after they are Boiled Out. Protects Inner Lining.....\$10.00 Qt.
- **Leathers** — We handle the Finest Grade Leathers Available. Please send a Sample of your needs for price Quotes.....
- **Upholstery** — We also handle a complete line of Convertible Top and Interior Upholstery and Carpets. Call for Samples & Quotes.....



You Can Charge It. . . .

MEMBER #126



PHONE 201-642-2404

396 Littleton Ave Newark N.J. 07103-2

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\$150.00

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SATISFACTION
GUARANTEED
EXACT FIT FOR
ALL 40-60 SER.
1937 and 1938

80-90 SERIES FIT WITH COWL PAD MODIFICATION



LIMITED SUPPLY.....

DAVE LEWIS
1569 WABASH AVENUE
SPRINGFIELD, ILLINOIS 62704
217-546-2600 DAYS ONLY



Partial List Of N.O.S. Buick Parts

#1510643 Temp Gauge 38 \$45.00
 #18652217 Headlight Switch \$16.00
 #1118315 Voltage Reg \$35.00
 #1394875 Rad Hose \$7.50
 #1303682 Rad Hose \$7.50
 #1917857 Starter Armature \$28.00
 1116046 Dist. Vac Control \$12.00
 #1304521 Sleeve, Trans 2&3rd \$20.00
 #1284124 Gear 1st&Rev Slide \$22.50
 #1396406-07 R&L Axle Shafts \$25.00 ea.
 #1302132 U Joint CT \$30.00
 #1314778 Tie Rod R/S \$9.50
 #1332267 Tie Rod L/S \$9.50
 #262159 Brg. Mast Jacket \$5.00
 #263278 Shaft, Pitman Stgr. \$18.00
 #920912 Door, Tail Light 37 \$14.00
 #1116775 Horn Relay 36 up..\$7.50
 #1393661 Push Rod, Engine \$3.50 ea.
 #1305539 Shaft, Oil Pump \$12.00
 #1305543 Gear, Oil Pump \$8.00
 #1500388 Amp Meter, 38 \$20.00
 #920892 Lens, Tail 37 \$12.50
 #921799 Lens, Tail 38 \$14.00
 #1295996 Sleeve, Trans Slider 2-3 \$20

I have more parts, but will take some digging. Send S.A.S.E. With needs. Add 10% for Shipping

John Hutchins
 9417 North Rich Road
 Alma, MI 48801
 517-463-1512

1937-40 Series; One pair of Rear Fenders,
 No Rust..\$50 ea. plus shipping

1937-80 Series; One Pair of Front Fenders,
 (non-welled) No Rust, \$75 ea. plus Shipping.

Robert McLaughlin #78
 428 W. Fern Ave.
 Redlands, Ca. 92373
 714-792-5355

1937 Roadmaster..ROUGH.....

I recently purchased a complete Car
 to part out. Please send a S.A.S.E.
 with your wants.

Pat Dakin #18 150 Commerce Park Dr
 Dayton, OH 45404 513-845-3011

FIVE PARTS CARS.....IMPOSSIBLE TO LIST
 ALL PARTS

SEND A S.A.S.E. FOR PROMPT REPLY
 ALL PARTS REASONABLE

Tony Romero #176
 48 Pine Street
 Bondsville, MASS 01009
 413-283-7271

37 Radio, Complete, not Working \$125.00
 37 Banjo Steering Wheel, Plastic Bad \$50
 37 Century Hood, Good & Comp. \$100
 37 80&90 Nose Skeleton \$75
 37 Inside Windshield Frame (60 ser)??\$20
 37 Sidemount Covers Complete, Gd Con. \$325
 37-38 Lugs for sidemount locks \$7 ea.

37-38 REPRODUCTION SIDEMOUNT EMBLEMS...
 If enough interest is shown...Projected
 costs is \$35 ea or \$60 pr. If interested
 please write;

Jack Corliss #279
 P.O. Box 4391
 Downey, CA 90241
 213-861-5783

Buick Literature 1938;

Engineering Information for Factory
 (Not Bound).....\$15.00
 1938 Buick Radio Manual for Centerline
 and Centerline Dual Radio....\$8.00
 1938 Buick Parts Substitution List,
 Great for Swap Meets.....\$2.00

ALL THREE FOR \$22.50 Post Paid

Paul Cusano #52
 266 Passaic Ave.
 Hasbrouck Heights, N.J. 07604
 201-288-1519

37/38 Forty Series Used Parts....

All Four Doors, Gd Cond \$40 ea.
 All Four Fenders Fair Cond. Non Well \$40 ea.
 Many other Parts too numerous to mention,
 S.A.S.E. Please....I will trade or sell

Ralph Watt #99
 133 W. Park Ave.
 Wheaton, Ill 60187
 312-653-4907

PARTS FOR SALE

37/38 Buick Parts;

New Master Cyl 37-60 ser \$25
V/Good Trunk Hinges 40-60 ser \$20
Spark Plug Cover, 40 ser \$20
38 Tail Light Lens \$10
37 Trunk Light Lens \$8
Rebuilt Fuel Pump 60-80-90 Ser. \$25
Rebuilt Water Pump 60-80-90 \$25
37 Full Color Catalog \$65
37, July Buick Magazine \$15
37, Aug Buick Magazine \$15
Used Sidemount Face Plates 80-90 \$20 ea.
Shipping Extra.. Please send S.A.S.E. in
case item has been sold..

William Bob Pipkin #76
2516 62nd Ave S.E.
Salem, OR 97301

37/38 Parts

38 Hood, rusty \$20
38 doors off 4-dr 40 ser. for parts
37 Headlight Buckets (No Guts) \$10 ea.
37 Marvel Carb & Choke \$150 CDB-1
37 Marvel Carb & Choke \$75 Mod. BD
Rebuilt 37 Choke Delco \$35
16" Restored Wheel Trim Rings (2) \$25ea.
37 Hubcaps Restored (4) \$150 set
N.O.R.S. Flying Lady Hood Ornament \$35
38 Grills, Pitted \$50
37 Heater & Defroster Motor \$35
37&38 Intake & Exhaust \$40
38 Valve Cover \$10
38 Head, V/G Cond 40 ser \$50
38 Short Block Complete \$100 (40)
37 Short Block, 2 bad rods \$75(60)
37 Century Rear End \$100
Many more small parts..

Dave Lewis #237
1569 Wabash Ave.
Springfield, Ill 62704
217-546-2600

The following parts were listed in another
issue and I received very few inquiries. I
think people thought that the prices were
so cheap they must be junk. Not True....
I am selling the parts I don't need in
order to help my fellow restores, so if
you need any parts, let me know and if you
don't like what I send you, I will give you
a full refund, with no Questions asked..
Next Column for list of parts.....

(From Last Column)

1-38 Bumper Grd. nds chrm \$2
1-38 M60 Radio Spkr Grill, nice \$8
1-38 Park Light, comp., restorable \$4
1-38 park light, no glass \$4
~~1-37 park light, No guts \$4~~ Sing
2-38 trunk lid emblems, need chrm. \$2
1-38 rear seat back. ash tray plastic
good, but rusty metal, chrm gd. \$2
4-38 ashtrays (Dash) rusty, but restorable, \$1
2-38 door handled, short stem, pitted \$1ea.
6- 38 Battery Hold Downs N.O.R.S. \$12ea. - \$20 s
6-38 Battery Base to Frame, N.O.R.S. \$12
6-38 40 ser Exhaust valves \$5.50 ea.
8-38 40 ser Intake valves \$5.50 ea.
8 38 40 ser pistons N.O.R.S. \$60 set
37-38 Clutch & Brake Pedal Pads \$5 ea.
37-38 Gas Pedals N.O.R.S. All Models \$5
1-38 40 ser Intake Man. \$10
1-38 Ser 40 L/R fender, Used, Minor Problems
1-38 Hood Orn, Pitted Bad \$5
2-38 Starters, Used, Cond. ? \$7
1-38 Generator, Cond.?? \$7
1-38 Head Complete, Need Rebuilt.. \$20
1-38 Trans, Looks Good \$65
1-38 Bellhousing \$10
1-38 Crankshaft No Wear, Some Rust \$25
8-38 Rods, new nickel, still in boxes \$15ea.
1-38 fender support arm \$5
1-38 coupe trunk support arm complete, extra
spring \$10
4-38 horns, cond. unknown \$5 ea.
1-38 carb linkage \$2

38 N.O.S. Fuel Pump \$15
1-38 Trunk Lid Comp. Sml Dent & pits \$8
1-38 Grills, Need Re-chrome \$20
1-38 Door Handle, Long Stem \$5 .w/lock
1-38 Trunk Handle \$5
1-38 Right Bumper Brkt. \$5 (rear)
1-38 Front Bumper Brkts \$5 ea.
1-38 Engine, Rad Hose Coupler \$2

Dennis Huber #110
219 Pebble CK
Summerville, S.C. 29483
803-873-3303

DENNIS HUBER LIST CONTINUED
NEXT PAGE



A MEMBER SUPPORTED
NATIONAL BUICK CLUB

PARTS FOR SALE

Dennis Huber List from previous page

- 1-38 60 ser dipstick \$5
- 1-38 Headlight conversion regulator W/Fuses. looks new but condition is unknown \$5
- 1-38 outside locking door handle \$3
- 2-38 Wiper Transmissions, Pitted \$3
- 1-38 Trico W/S Wiper, Needs ReBuilt \$3
- 1-38 Rear View Mirror, lite rust \$5
- 2-38 Clocks, Cond? \$3
- 1-38 Engine Fan Blade \$5
- 1-38 Heater, Double Fan, Rusty \$15
- ~~1-38 Southwind Heater, Good \$20~~ \$10
- 1-38 40-60 Nose Cone, Sm Dents \$15
- 1-38 oil pan & bolts \$10 40 ser
- 1-38 ser 60 rear spring \$5
- ~~1-38 60 ser oil bath air cleaner \$10~~
- 1-38 60 ser New \$20..Clutch
- 38- 40 push rods \$1 ea.
- 38 40 ser trans dust cover \$10
- 1-38 40-60 Nose Chrome, Some Dents \$10
- 1-38 40 or 60 all ext. chrm. \$30 set
- 1-38 60 all int. frames and dash \$25
- will woodgrain all for \$325.00

Write or Call, I will put aside for you if you need more details. I do not want you to buy what you don't really need. If you receive a part you don't want, - Return it for a full refund, no questions asked. (less shipping) These prices are VERY LOW, but not because it's junk... Please add 15% for shipping costs.

Dennis Huber #110
219 Pebble CK
Summerville, S.C. 29483
803-873-3303

38/38 Parts;

- 37-60 Sidemount Fenders, Inserts & All Mounting Hardware. Rusted in wells \$700.00 pr.
- 37- Parking Lights (No Lens), Rusted \$35 pr.
- 37-60 Opera Seats & Hardware Comp. \$200
- 37-60 Runningboards (Worn) \$75 pr.
- 37-60 Transmission \$200
- 37-60 Rear End \$150
- 37-60 Coupe Trunk Supports \$10 ea.

NEXT COLUMN....

(From last Column)

- 37-60 Coupe Tail Light & License Support Complete \$40
- 37-60 15" Wheels \$15 ea.
- 37-60 Coupe Chrome Moldings \$10 ea.
- 37-60 Rear Bumper, Rusty \$40
- 37 Bumper Guards, Rusty \$8 ea.
- 38 Front Bumper, Rusty \$40
- 37 Radio \$125
- 37 Glove Box & Clock \$35

Al McMichael
424 Temple Ct.
Woodbury Heights, N.J. 08096
609-845-1631

37/38 Buick Parts;

- 37 Hood Ornament, Needs Chrm \$20
- 37-60 Sidemount Fenders, Exc. Cond, Complete with all hardware & Covers, \$1200.00 Plus Shipping.
- 37 Century Hood \$100
- 37 40-60 Nose Section \$50
- 37 L/R Grills \$30
- 37 40-60 4-dr. Moldings \$15-\$25 ea.
- 37 Frt. Fdr. Braces \$15 ea.
- 37 Slant Back Stop Light Ass., Nice Lens \$
- 37 Radio Grill \$15, Needs Chrome
- 37 Park Light Chrm Frames \$20 ea.
- 37 Coupe Conv. Left Tail Light Assembly No Stantion \$35
- 37 40-60 Tail Light Assembly, Right \$25
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1937 Buick 1938

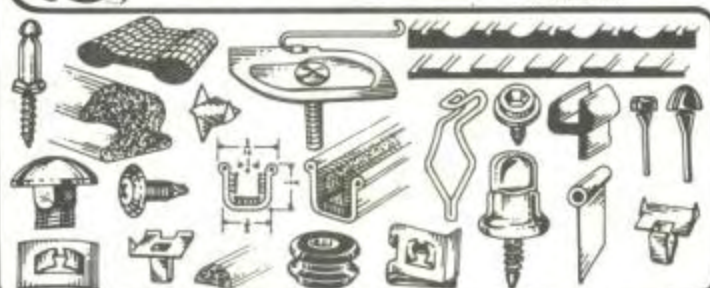
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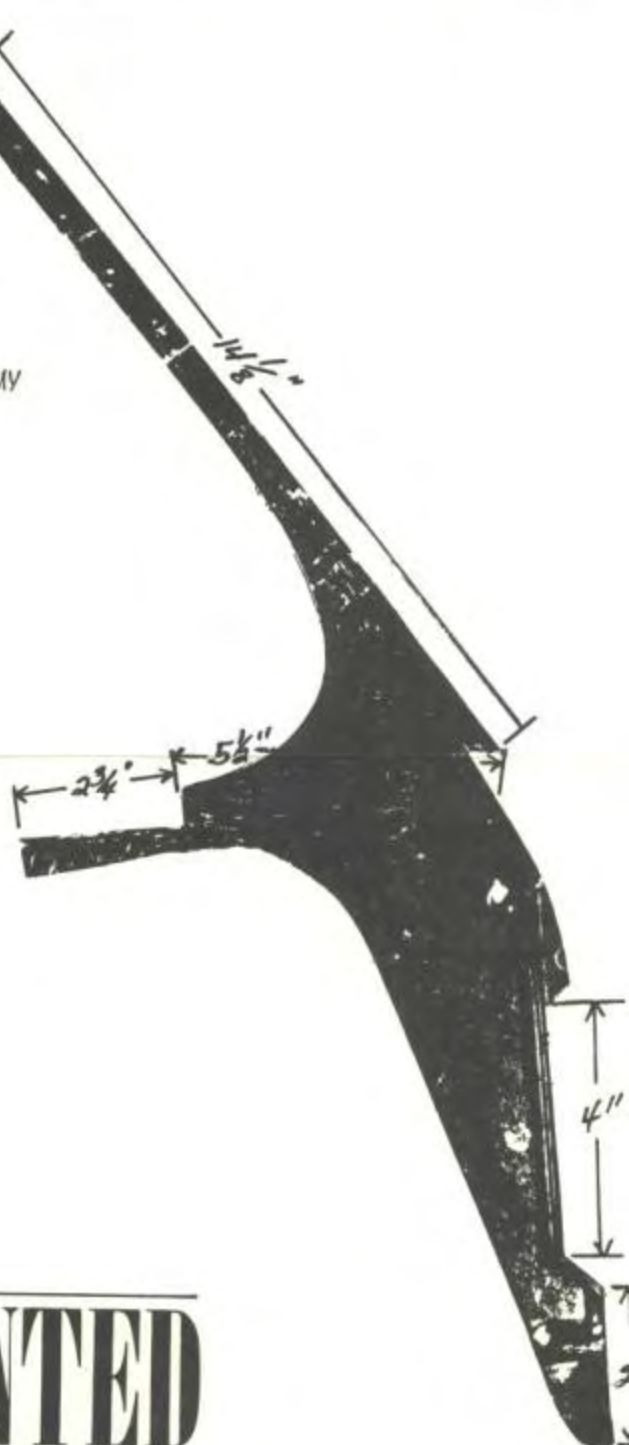
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2- 5.117 # 1294454 Cover, Brake Inspection Hole.

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Need a Pair of Sidemount Lock Plates for
38 Buick Special. Will trade a pair off
a Century for them..Also need Sidemount
Mounting Hardware for same.

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Dear Dave,

Enjoyed meeting you in Bethlehem Pa, and seeing all those fine cars. I have a Technical question that maybe you or your readers could answer.

Both of my Buicks, 38-60 and 39-40 have a Bypass Valve in the Thermostat Housing. In both cars this valve has been taken out. My question is..Should I leave this valve out or should I put one in? I asked a few people and they say leave it out, but the more I look at the operation of this valve, It should be replaced or the passage plugged. Does anyone know for sure?

Thank You,

Al McMichael # 319

Dear Al,

Below is the explanation of the valve you are asking about. I would say you should replace the valve so the system will work properly. As you can see this valve should close after the engine is warm so that all water is routed thru the Radiator to be cooled properly. With the valve removed you will be allowing hot water to return to the engine without going thru the Radiator for cooling. I hope this answers your question.

THERMOSTAT

Thermostatically operated by-pass type of water temperature control is used.

This system of engine water temperature control permits the water pump to circulate coolant through the engine during the warm-up period, without passing through the radiator, thus allowing the engine to reach its normal operating temperature quickly.

This is accomplished by means of a thermostat located in the passage of the cylinder head water outlet, and a spring-loaded valve located in the water passage between the cylinder head water outlet and water pump inlet. See Figs. 6-44-6-45.

This spring-loaded valve is smaller than the neck where it is located and this allows a fixed orifice. The total area of this orifice is equivalent to a $\frac{1}{2}$ " hole, and permits circulation when the engine is either idling or not running.

When the coolant is below normal operating temperature, it is blocked from circulation through the radiator by the thermostat valve. The pump pressure forces the coolant through the by-pass valve and allows coolant to recirculate through the cylinder block and head.

When the coolant has reached a temperature of 148° to 153° the thermostat valve starts to open and the circulation proceeds in the normal way. At approximately 170° the thermostat is fully open, relieving the water pump pressure on the by-pass valve which automatically closes.

It is important after radiator cleaning products have been used, that all traces of the cleaning material should be removed from the system by reverse flushing the block and radiator using water (hot if possible) and air.

Dave

Al McMichael

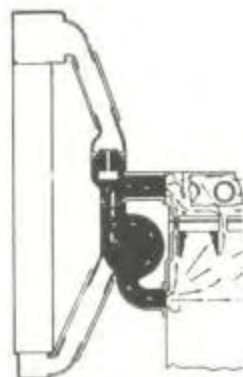


Fig. 6-44. Recirculation

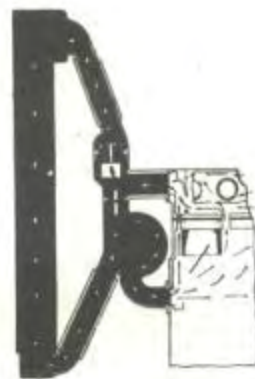


Fig. 6-45. Normal Circulation

THANKS TO...WILLIAM BOB PIPKIN #76

Price, 10 cents

THE Buick MAGAZINE

MARCH 1937



PAGE 18

HIS ISSUE AT A GLANCE: AT BUICK, LIFE BEGINS AT FORTY • TIME TESTED
ON THE ROOSEVELT RACEWAY" • RADIO, MAN HUNT • CHARLESTON GARDEN

THANKS TO...WILLIAM BOB PIPKIN #76



DELLIS CRANE
working on the assembly
line. Has been on the
Buick payroll for 20 years.

Speaking for myself and 16,000 other Buick workmen—we're mighty glad to be back on the job! It's been tough to stand by, knowing how eager thousands of people were to get one of these great cars. And it's a grand feeling now to see the wheels turning and the line rolling, and to watch those big, handsome babies pouring out

regular as clockwork! There's power in them and style, and comfort—and when you see them made, like I do, you know they're packed with good, honest workmanship as well as top-notch engineering. We're proud of those Buicks, and the way you've taken to them, and we're going to get yours to you as quick as we can.

"It's Buick again!"

ON THE ROOSEVELT RACEWAY



Buick meets the stiff test of a tortuous course designed for specially built racing cars

EDITORIAL NOTE: This informative story about the 1937 Series 60 Buick Century, top performer in America among the new cars, was written from personal experience by the automobile editor of the *New York Evening Journal*, and is reprinted here by permission as it appeared in that newspaper.

By DON SHORT

STARTING out to write the story of an automobile that is completely new from front bumper to streamlined taillight is like launching a history of automotive engineering. Every fender, valve, or brake, every graceful contour is a story in itself, and behind each story is another tale of engineering achievement.

So it is with the new Buick for 1937. I find myself tempted to discourse in detail upon each impressive feature. All of them play important parts in the making of a modern motorcar. All have important bearing on its performance, beauty, and comfort. Space limitations, however, make it necessary to confine this report to a brief description of the car's performance and a few of its more important new features.

Test on raceway

The model selected for the test trip was a two-door Series 60 Century Sedan. This is the "medium" car of the Buick line for 1937, the others being the 40 Series, which is slightly smaller, and the 80 and 90 Series, both of which are larger.

The Century Series has a wheel base of 126 inches and is powered by a 130-horsepower, valve-in-head Buick straight-eight engine.

Our proving ground was the famous Roosevelt Raceway, built on the old Roosevelt Field, at Westbury, Long Island. Here, the world's finest racing drivers recently found the four-mile course a stiff test for even the specially built racing cars. The new Buick 60 was strictly "on the spot" on this tortuous road-racing course. With my associate, Dave Preston, holding the stopwatch, I gave her the gun on the all-too-brief three-quarter-mile straightaway. Those 130 mechanical horses under the hood did the trick in no uncertain terms, reaching 40 miles an hour in eight seconds from a standing start, 60 in second gear in 16½ seconds, and 80 in high gear in 32½ seconds. Probably an expert could do better, but I found all the getaway, pickup, and speed I could use, with something to spare.



Speeding along the famous Roosevelt Raceway, the new Buick Sixty steps out at 86 miles an hour on the three-quarter-mile straightaway during the test run conducted by Don Short and Dave Preston.

Comfort is one of the new Buick's outstanding features. It's illustrated in this view of the rear seat. The center of the seat opens outward to make an armrest in this model.



Rounding a sharp turn on the raceway at 30 miles an hour, the new Buick Sixty demonstrates its ability to hold the inside lane despite a pouring rain and a slippery track.



In pouring rain

Incidentally, these tests were made in a pouring rain, with the track in such condition that certain portions of it could not be used at all. The surface is built for racing, not for touring, and the bumps are plentiful.

The next test was made on the curves. We tried one gingerly at 30 miles an hour. That was all right, so we tried 40, then 45 and 50. In each case,

the new Buick stabilizers held the car on an even keel and the turns were made easily. The car held the inside lane perfectly and could have taken the curves faster if desired.

Top speed on the straightaway was 86 miles an hour.

Zooms over hill

The following day, we tried the Buick on the long hill that rises for over a mile from the old ship canal at Rocky Hill, New Jersey, to the Lincoln Highway. Starting in high gear from a standstill, the motor picked up smoothly, and we went over the top at better than 50 miles an hour.

So much for actual performance during the test trip. Between us, Dave Preston and I drove the car more than 400 miles and found that it answered every demand.

Checking over the specifications of the new Buick for 1937, I find that there are so many new things that it will be impossible to list them all. Horsepower has been increased over last year. Appearance has been improved by making the car lower and blending all lines. Steering has been simplified and the choke has been made completely automatic and nonflooding at the same time.

Acrobat is new

An entirely new kind of carburetor is employed. Actually, it is two carburetors built into one unit. Buick engineers have named it the "Acrobat," because it follows the principles used in carburetors built for stunt airplanes. It supplies an even, steady flow of fuel to the motor, no matter what position the car is in.

The new automatic starter is connected with the accelerator pedal, but there is also a starter connection with the hand throttle, so that the motor may be started when the car is on a hill and both feet are on the clutch and brake pedals.

(Continued on page 13)

of internal-combustion engines, the passing years built an unalterable conviction among Buick engineers that valve-in-head principle was "sound."

They decided that the inlet and exhaust valves should be directly above each piston. They wanted fresh gas to enter the combustion chamber, be exploded and expelled with lightning speed, unhindered by obstructing turns or twists.

We know today that the valve-in-head engine develops appreciably more power than any other type of engine of equal size and compression. Time has proven the correctness of the basic principle pioneered by Buick, in 1904, and adhered to by Buick ever since. Today, builders of conventional type engines usually turn to valve-in-head when they build engines for special or spectacular duty.

The passing of the years has brought to the automobile industry as a whole a constant succession of discoveries and improvements from which the manufacturers and the motoring public have profited. Many of these improvements and discoveries relate to the

engine: improved fuels, better systems of lubrication, recently developed metal alloys, improved methods for the treatment of steel. Each advance in the progress of the automobile engine has proven anew the correctness of the valve-in-head principle.

Buick owners have never had to pay in the coin of uncertainty for experiment as to basic design. The years have permitted Buick, building the proven valve-in-head engine, to come ever closer to the highest potential efficiency that may be achieved by any internal-combustion engine that uses gasoline for fuel.

It is a splendid thing to have pioneered a theory of engineering that still stands the test of soundness and efficiency after a history of so many years in a world of change. Buick has proclaimed unceasingly its unwavering confidence in valve-in-head design. Buick owners all over the world pay tribute to the Buick pioneers for that achievement. More than 3,000,000 of them have known the satisfaction and dependability of cars powered with the Buick Valve-in-Head engine.

ROOSEVELT RACEWAY

(Continued from page 5)

Factors in ride

Roominess is an outstanding feature of the new Sixty. There is more room inside, as well as out, and the luggage space has been increased. An interesting feature is a little tool well in the rear luggage compartment set out of the way so that it does not interfere with removal of the spare tire.

Most safety questions are answered by the new "Unisteel" body construction employed on both the Forty and Sixty Series for Buicks for 1937. A stronger "I" beam cross member has been added to the frame to increase rigidity. The entire chassis has been sealed, from the fan to the rear wheels, keeping out dust, dirt, and water.

The Buick "gliding ride," emphasized in the 1936 models, has been still further improved in the new car. Knee-Action front wheels, torque tube drive, balanced weight and new ride stabilizers both front and rear—all contribute to the smoothness with which the car covers all roads regardless of surface

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GENUINE *Buick* ACCESSORIES

Buick accessories add still further to the satisfaction of owning and driving a 1937 Buick by supplementing and emphasizing its beauty and quality.

AMONG OTHER ITEMS

NOT SHOWN ARE

Buick Centerline and Dual radios

Unexcelled in tone, sensitivity, and in-built quality.

Buick hot water and hot air heaters

A model for every type of car and weather condition.

Vanity mirrors, fans, etc.

De Luxe Moderne seat covers

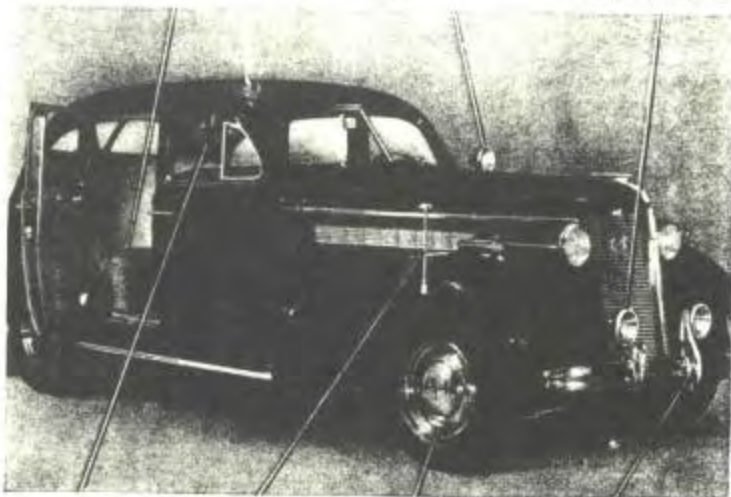
Waterproof fibre, weave tailored to fit perfectly. Soft pastel tan trimmed with standing seams in brown leather-grained material. Retain the full value of expensive upholstery while providing extra coolness, cleanliness, and comfort.

Safety light

Delivers a powerful penetrating beam fully adjustable from within the car. Illuminates ditches, signs, etc. not reached by the head lamps.

Fog lamp

A great driving help in fog, snow, rain, or dust. The flood of amber light spreads out close to the road with-out back glare.



Peep mirror

When located on driver's side, it removes that "blind spot" just out of range of the inside rear view mirror.

Fender marker

An inexpensive aid to easy parking. Shows edge of fender at a glance.

Wheel discs

An extra flash of gleaming chromium, accentuating the Buick's beauty and fleetness.

Bumper center guards

Safety and protection for the radiator and other costly parts. Prevents bumper interlocking. Invaluable in heavy traffic and close parking.

BUICK ACCESSORIES ARE SOLD BY ALL BUICK DEALERS AT PRICES SURPRISINGLY LOW

From Eighteen TO EIGHTY

Men of Buick swing back into action with a pledge that you'll get your new Buick as fast as they can turn it out



Life began at sixty-six for George Le Mieux, when he joined Buick, in 1937. Now over eighty, he has no thought of retiring. Three sons work for Buick

TELL em I feel good. I've got to go pay my taxes now."

Thus did Buick's oldest employee, George Le Mieux, who will be eighty-one on May 26th, speak for men of Buick as they swung back into action after weeks of idleness forced on them through no fault of their own nor of Buick's.

"You'll get your new Buick just as fast as we can turn it out," was their pledge. "This outfit is going places!"

Going places... and how! It would take more than the disastrous strike that tied up final assembly for a month and a half to stop Buick in 1937. There wasn't any strike at Buick, and everyone knows that if left alone the count would have been 250,000 cars for 1937. That would have been a record year.

Subtract the losses, part of which will be made up, and it still looks like a banner Buick year. Things are humming again, employment is at peak, and workmen are about the serious but extremely pleasing business of building cars that are making America's streets beautiful.

There's a "Let's go!" spirit prevailing in the plants and in the dealer and distributing organization as well. There is likewise a very gratifying disposition on the part of Buick customers all over the country to back up the loyalty and organization spirit of Buick workmen by saying: "It'll be a Buick this year or nothing."

Thousands placed their orders for cars, knowing that production had been stopped. They said: "I'll wait until I can get one."

Well, they'll get them as fast as Buick men can turn them out... for that type of owner loyalty and backing cannot go unrewarded. It is part of the whole picture that makes Buick what it is today and what it is going to be tomorrow.

Part of that picture, too, and a most important part, is the loyalty of Buick men,



Big news for the nation—as the return of Buick workers to their jobs. Newsreel cameras ground and photographers' bulbs flashed to get pictures of the assembly lines swinging into action

a loyalty founded on the opportunity Buick has provided for honest craftsmanship to weld itself into a seasoned organization.

LIFE begins at forty at Buick."

This paraphrase of a popular line invariably is quoted in connection with the employment policy of the Buick Motor Division of General Motors. For more than 40 per cent of all the workmen are forty years old or older.

Here, the so-called industrial "scrap heap" is unheard of. Yet Buick is not exclusively an organization of "old-timers." There are thousands of youngsters as well as oldsters on the pay rolls of this fast-stepping organization.

Regardless of ages, it is an organization of skilled workmen who know how to build automobiles and are proud of it. From the youngest, who has just turned eighteen, to the oldest, who looks back on eighty years of life, there is a pride not only in being connected "with an outfit that is right" but also in being part of an organization that today is building the finest automobiles in the world.

Yes, life begins at forty at Buick. It begins at eighteen, too, and at sixty, according to the records and to the words of the men themselves. As to the records, look at the

latest age group compilation prepared by the employment division.

There were 6,784 men on the rolls, or 40.6 per cent of the entire Buick hourly rate employment who were forty years or older. Of this group, there were 2,437 men over fifty years old. More than 450 are from sixty to sixty-nine-year oldsters, and they are employed throughout the shops on productive jobs. You can work at Buick when you are past seventy, if you are as good as twenty-three-old-timers now on the pay rolls whose ages range from seventy to eighty.

There are hundreds of Buick workmen who have spent years of their lives in the employ of this manufacturer, who now have retired from active service and are taking things easy in their homes in Flint. One of these only recently bade farewell to Buick.

He is Cortland M. Stauch, sixty-one years old, who, having completed twenty-eight years of service with Buick as a die sinker, retired from active work on January 7th.

Mr. Stauch said he is "taking it easy" the rest of his life—"that is, if I don't get tired of loafing." His fellow workmen bade him farewell with the betting even that Mr. Stauch would eventually be back on the job.

But there is a working future for young

men in Buick, and thousands of this newer generation of craftsmen have become an important part of the organization. Between the ages of eighteen and twenty-nine, there are 4,829 men on the hourly rate rolls, totaling 29 per cent of the factory forces. More than 250 of these are youths eighteen years old who have entered the shops within the past year: 385 are nineteen years old, 362 are twenty, and so on up the scale. Between the ages of thirty and thirty-nine years, there are 5,061 men, this group constituting 30.04 per cent of the entire hourly rate force.

HOW many of the younger men will be Buick men ten, twenty, or thirty years from now? If past records mean anything, there will be quite a substantial crew. Latest records, compiled by the personnel division and by a large insurance company for the purpose of providing group insurance for all Buick employees, show that more than 50 per cent of Buick's hourly rate personnel have worked for the division ten years or more, more than 80 per cent have been on the pay rolls five years or more, and there is a very substantial number whose lifetime work has been in the Buick shops with records extending back twenty, twenty-five, and in some cases more than thirty years.

Among those who have seen more than twenty years of service is Stanley N. Whit-

mire, sixty-two years old, who operates an "upset" machine in the forge shop. He started working for Buick in 1916, getting his first job when he was forty-one years old, and he has been at it ever since.

"I've been in the forge plant for twenty-one years, and have worked steadily ever since I came to Buick," he said. "Mostly on the upsetter, where I've handled all types of work. Now, I'm on clutch and gear forgings."

AVIGOROUS, active workman, Mr. Whitmire is proud of two sons, a daughter, and five grandchildren. A son, Earl, works beside him in the Buick forge division, also on an upset machine. Another son is in the Chevrolet car shipping department in Flint.

"You bet, I'm over forty! In fact, I'm over fifty," commented Arthur Hultin, toolmaker in Factory 29, who said he got his first job at Buick three and a half years ago.

"I always had the idea that I wanted to work at Buick," he said. "Before I came here, I had charge of a small toolroom in Detroit. The depression hit that, and they had to close down. Well, Buick gave me a job, and here I am. I've had plenty of other offers of a job, but I'd rather stay here."

"You know, it's different here than any place I ever worked. I feel at home. The relationship among the men and foremen is pleasant. There is a handshake here and a lot of good fellowship. That makes a difference."

George Le Mieux, who so crisply summarized the feeling of Buick men returning to their jobs, works in the engine factory, where he is the major-domo of the plant dining room and a beloved favorite of the men working in that division. He will be eighty-one years old May 26th and looks no older than sixty. He has no more thought of retiring than he did in 1923, when he first went to work in the automobile factory.

Having completed twenty-eight years of service with Buick, as a die sinker, Cortland M. Stauch retired from active work on January 7th

Of French-Canadian birth, Mr. Le Mieux was a lumberjack and millwright before Flint's industry called him. He was born in Chicoutimi, Quebec, and came to Michigan when lumber was the state's big industry.

He started work for Buick when he was sixty-six years old. His residence in Flint coincides with his Buick employment. In that period, he built his Flint home with his own hands, and two years ago won a newspaper prize for a model doll-sized house he designed and built entirely of cement.

Particularly proud is he of his three sons and three daughters.

"The 'boys' all work at Buick," he said. "Gene works on rocker arm shafts and Alec in the clutch division. Charlie is in material control in the final assembly factory."

BUT the younger generation speaks up about the future. Said Howard Nelson, who turned eighteen last fall and has worked at Buick ever since:

"I started work four months ago and was laid off nearly two because of the strike. It's sure good to be back on the job. The main thing for me right now is to pay up my folk's bills. But it looks as though things are going good again, and it ought to be a cinch."

Nelson is employed in the final assembly division, handling parts going into the paint spray booth.

"Mine are headlights, fender lights, tail-lights, and all that small stuff that goes into the paint for spray," he said. "I put it on the line in the right places and it goes into paint."

"Sure, I'm looking forward. I'm just a beginner here, but I've got eyes and ears, and there are plenty of good jobs at Buick."

David J. Plamondon, eighteen years old, joined Buick last November. Like Nelson, he was affected by the shutdown of final assembly on December 30th, and returned to his job with the resumption of final assembly.

"I just got going good when we had to lay off," he said. "You bet I'm glad to be back to work. I started again when they opened up the final assembly. We should have plenty of work this summer."

Both Nelson and Plamondon were graduated from Flint high schools and both pay their own way while living at home. Plamondon is the oldest of a family of six children. His father works at Buick as a finish grinder on pinion gears in the gear and axle department. The elder Plamondon soon will have had twenty years of service with Buick.

"You bet I am glad to be back to work." So says David J. Plamondon, eighteen years old



"You bet, I am over forty! In fact, I am fifty," commented Arthur Hultin, Buick toolmaker

At sixty-two years old, Stanley N. Whitmire has worked for Buick more than twenty years. A son, Earl, also works for Buick



BUICK FACTORY-APPROVED QUALITY ACCESSORIES

Group	Part No.	Part Name	Models	List Price
9.650	980566	Radio, Centerline Model	1938	\$59.75
	980567	Radio, Centerline Dual Model	1938	67.50
8.845	980573	Hot Water Heater, DeLuxe Model	1938	18.95
	980574	Hot Water Heater, Master Model	1938	13.95
1.175	985113	GM Anti-Freeze (gal. can)		1.00
	985114	GM Anti-Freeze (qt. can)25
9.779	980575	Dual Defroster (when using 980573-4 Heaters)	1938	8.85
	980576	Dual Defroster (when using 980573-4 Heaters)	1937	9.50
	980559	Dual Defroster (when using 980530-1 Heaters)	1937	8.85
5.871	980461	Moulding (Single)	1934-35-60-90; 1936-37-38-40-80-90	2.00
	980510	Moulding (Single)	1936-37-38-60	2.00
9.550	980577	DeLuxe Moderne Seat Cover, Front (4-door)	1938-40-60	8.40
	980578	DeLuxe Moderne Seat Cover, Rear (4-door)	1938-40	6.55
	980579	DeLuxe Moderne Seat Cover, Front (2-door)	1938-40-60	8.40
	980580	DeLuxe Moderne Seat Cover, Rear (2-door)	1938-40-60	6.55
	980581	DeLuxe Moderne Seat Cover, Rear (4-door)	1938-60	9.35
	980582	DeLuxe Moderne Seat Cover, Front	1938-81-87-90-91	10.50
	980583	DeLuxe Moderne Seat Cover, Rear	1938-81-87-90-91	14.00
	980584	DeLuxe Moderne Seat Cover, Rear	1938-90-90L	14.00
	980585	DeLuxe Moderne Seat Cover, Rear	1938-91	14.00
7.828	980586	Grille Guard	1938	1.85
	980587	DeLuxe Grille Guard	1938	2.95
	980552	Front Center Guard	1936-37	2.25
	980568	Rear Center Guard	1938	2.95
1.174	980570	Twin Grille Covers	1938	1.35
1.266	980571	Invisible Bug Screen	1938	.95
	980562	Invisible Bug Screen	1937	.95
9.772	1304511	Electric Watch (for dash compartment)	1938	12.25
9.709	980569	Automatic Cigar Lighter	1938	2.25
3.772	982088	Exhaust Pipe Trim	All Models	1.00
9.777	980532	License Plate Frames (1 set)	1933 to 1938 inclusive	2.45
15.294	983541	Rear Compartment Shelf Mat (for 5-wheel jobs)	1937-38-41-44-47-48-61-67-68	2.25
9.773	982104	GM Fog Lamp (with attaching parts)	All Models	5.50
9.988	980572	Rear Compartment Light	1938	1.25
9.773	601521	GM Safetylite	All Models	14.50
8.792	985292	Windshield Washer	1938	4.75
8.778	985194	Glare Shield	All Models	1.00
10.185	985236	Peep Mirror	1935-36-37-38	1.50
10.195	985268	Visor Vanity Mirror	1937-38	1.00
10.146	985074	Windshield Wiper Blade	All Models	.45
8.775	985153	Thermometer (10 per carton)	All Models	.39
9.778	405035	Battery Charger	All Models	8.50
8.764	601238	Chamois (Display of 5 chamois in 3 sizes)		11.50
8.762	985019	Pre-Wax Cleaner (11 oz.)50
8.767	985084	Cleaner and Polish, Chromfume (8 oz. can)35
8.780	985201	Cooling System Cleaner		1.00
8.792	985279	Cleaning Kit		2.29
8.769	985085	Polishing Cloth39
8.765	985089	Upholstery Cleaner and Spot Remover (8 oz. can)50
8.763	985116	Instant Glass Cleaner50
8.780	985202	Radiator Flush Cleaner (16 oz.)49
8.781	985203	Rubber Tire White Coating (16 oz.)		1.00
8.784	985212	Valve Grinding Compound25
8.761	985093	Door-Ease Stick Dry Lubricant (12 sticks carton)		1.20
8.776	985175	Dripless Penetrating Oil (4 oz. can)25
	985196	Dripless Penetrating Oil (1 qt. can)85
	985195	General Use Oil (4 oz. can)25
8.769	985249	Wax Pad25
8.762	363415	Body Polish (12 oz.)55
	363614	Body Polish (1 gal.)		2.80
8.766	985063	Radiator Rust Preventive (4 oz. can)25
8.783	985214	Tar Remover49
8.791	985262	Rust Remover (4 oz.)35
8.764	985105	Sponges and Display Unit (24 sponges per unit)		14.75
	985106	Sponges (small—grass) 12 per carton23
	985107	Sponge (medium—Florida yellow) 12 per carton39
	985108	Sponge (large—velvet) 12 per carton69
	985109	Sponge (sheeps wool) 12 per carton98
8.762	985020	Auto Wax50

MARVEL CARBURETERS....These model "BD" were used in late '36 and early '37 Buicks

37 Series 40 (Early Models) Three Bolt Base (Late went to "CD-1" Marvel & Stromberg AA-1)

Model "BD"

#10-1749 Carbureter Assembly Complete, standard air cleaner

#10-1750 Carbureter Assembly Complete, heavy duty, oil bath cleaner

37 Series 60-80-90 (Early Models) Four Bolt Base (late went to Stromberg AA-2)

Model "BD"

#10-1751 Carbureter Assembly Complete, standard air cleaner

#10-1752 Carbureter Assembly Complete, heavy duty, oil bath cleaner

MARVEL CARBURETERS...These model "CD-1" were brought out in late '37 and also used in '38
Model 40 Buicks

Model "CD-1"

37 Series 40

#10-1762 Carbureter Assembly Complete, standard air cleaner

#10-1763 Carbureter Assembly Complete, heavy duty, oil bath cleaner

38 Series 40

#10-1796 Carbureter Assembly Complete, standard air cleaner

#10-1797 Carbureter Assembly Complete, heavy duty, oil bath cleaner

38 Series 60-80-90

"CD-2 MARVEL (Four Bolt Base)

#10-1798 Carbureter Assembly Complete, standard air cleaner

#10-1799 Carbureter Assembly Complete, heavy duty, oil bath cleaner

In mid '37 Buick brought out the Stromberg "AA-1" for the 40 series motors and the "AA-2" for the 60-80-90 series motors. Below is a list of part numbers used for the Stromberg "AA" Type Carbureter.

37 Series 40 Type "AA-1" (three bolt base)

#A-18361 Carbureter Assembly Complete, Standard Air Cleaner

#A-18451 Carbureter Assembly Complete, Heavy Duty, Oil Bath

37 Series 60-80-90 Type "AA-2" (four bolt base)

#A18362 Carbureter Assembly Complete, Standard Air Cleaner

#A18452 Carbureter Assembly Complete, Heavy Duty, Oil Bath

38 Buick Stromberg "AAV" Carburetors

- #AAV-1 Carburetor Series 40 Standard Air Cleaner and Heavy Duty Oil Bath (three bolt base)
- #AAV-2 Carburetor Series 60-80-90 Standard and Oil Bath Air Cleaners (four bolt base)

Now lets go over the different types of Automatic Chokes that were used on the various Carburetors for 37/38 Buicks

CHOKES;

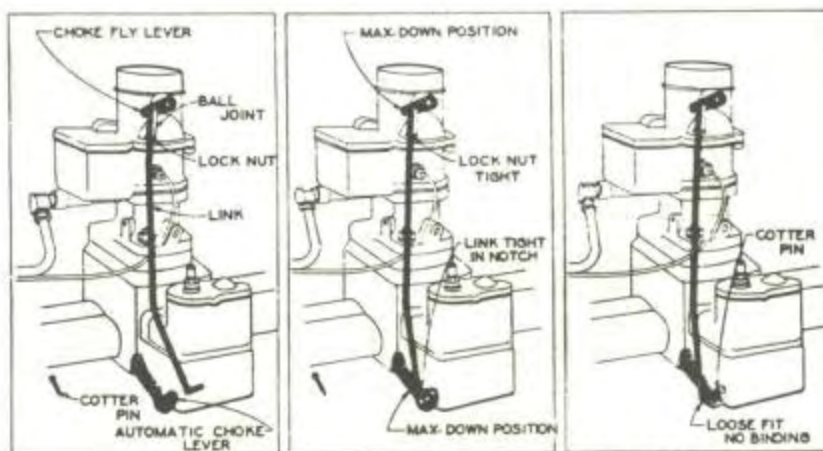
498H and/or #1861177.. This Choke was brough out in 1936 and carried thru to early 1937 Cars using the Marvel Carburetor. It was only used on the Model "BD" carburetor and then was discontinued when the new model "CD-1" Marvel Carburetor was introduced. Below are pictures and engineering facts on this choke

AUTOMATIC CHOKE ADJUSTMENTS

The Delco-Remy Automatic Choke, Part No. 1861177, will be used on all 1937 Series with Marvel Carburetors. This choke is identical with the 1936-40 Series choke.

ADJUSTMENT OF CHOKE ROD LENGTH, ALL SERIES (See Fig. 36)

Remove rod from the automatic choke lever. Hold down both levers as far as they will go. Check length of rod. Adjust to fit into notch of the automatic choke lever. Reinstall in lower hole in lever marked "R" which means regular. Two additional holes are provided in the choke arm for use in obtaining a leaner calibration.



METHOD OF ASSEMBLING LINK BETWEEN CHOKER FLY LEVER AND AUTOMATIC CHOKE LEVER

CONTINUED NEXT PAGE.....

AUTOMATIC CHOKE SECTION

FROM LAST PAGE RE: CHOKE # 498H and/or #1861177

Use of the center hole will result in a leaner setting. This setting may be used to overcome rich operation when same is experienced with regular setting. Use of the upper hole marked "H" need only be used to overcome richness encountered as the result of the use of highly volatile fuels.

MOVING PARTS

Choke fly action may be checked by moving automatic choke lever up and down. Moving parts must work freely and the lever must always come back to its original position. ("Original position" meaning position in which levers are found, due to choke temperature at time of checking.) Make sure all moving parts and joints are dry and free from oil of any kind. Never oil any part of choke mechanism.

BELLOWS METERING PIN (See Fig. 37)

Time required is from 10 to 13 seconds for the choker fly to travel from the choking position to part throttle position.

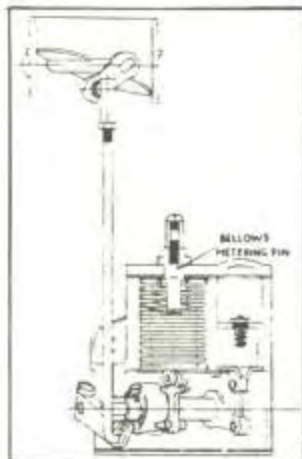


Fig. 37

Bellows are properly timed at the factory and before making new adjustments, be certain that all vacuum leaks and channel obstructions are eliminated. If timing is necessary, allow engine to cool until choker fly returns to closed position. Start engine and check time required for the automatic choke lever to travel to part throttle or upper position. It should take 10 to 13 seconds to complete this movement. Time can be increased or decreased by adjusting the bellows metering pin in or out. (Fig. 37).

CAUTION: See that metering pin lock nut is securely tightened after adjustment.

IDLING

Idling speeds must be correct for proper engine operation after starting in summer as well as in winter. Idle should be set for 7 to 8 M.P.H. in high gear with warm engine.

GENERAL REMARKS

Special attention is called to the fact that on the Series 40 with Regular Air Cleaner the adapter ring should be assembled with the large chamfer down in order that there will be no interference at the carburetor choke shaft collar and set screw.

AUTOMATIC CHOKE

A new Delco-Remy design of automatic choke is used which is interchangeable on all Series. The choke is attached to inner side of carburetor with lower end of thermostat housing contacting the exhaust manifold. See Fig. 6-50.



Fig. 6-50. Automatic Choke

CONSTRUCTION

See Fig. 6-52.

Take-off piston (4) is integral with gear rack (5). Gear rack (5) meshes with gear (6) as shown. Gear (6) is connected with upper end of thermostat coil (7). Lower end of thermostat coil (7) is locked to coil shaft (8) by means of coil adjusting screw (9). Coil shaft (8) is connected to offset choke valve (10) through flexible choke control shaft (11). By means of the linkage just described it is evident that any movement of take-off piston (4) will move choke valve (10).

Throttle cam (12) is connected with carburetor throttle shaft (13) by means of a slotted coupling at end of choke cam-shaft (14). Therefore, throttle cam (12) always moves with carburetor throttle shaft (13).

The throttle cam acting through dam roller (15) and over throttle pull-out

ing rod (17) toward take-off piston (4). However, the piston connecting rod (17) is permanently attached to dash pot piston (18). Dash pot piston (18) only moves forward as air leaks between the piston and cylinder. Therefore, open throttle pull-out lever (16) is spring-loaded and made in two parts. Each end of lever pivots on lever retaining screw. The spring tends to hold the lever ends at relative angle shown. The two-piece lever (16) makes it possible to operate throttle cam (12) quickly and allow dash pot piston (18) to move toward take-off piston (4) slowly. The force tending to move dash pot piston (18) is the tension of the open throttle pull-out lever spring as it tends to return the ends of lever (16) to their original angular relation.

The dash pot piston return spring (19) is low in tension and allows piston connecting rod to move into end of piston (4). Piston (4) will not be moved as this occurs unless movement is great enough to allow piston connecting rod collar (20) to contact end of piston (4).

The cylinder in which piston (4) moves is connected to carburetor through



TECHNICAL TIPS

vacuum passage (21). This vacuum passage contains a sump (21) in carburetor body and a sump (22) in choke body. These sumps prevent gasoline gum from contacting piston (4).

Heat is applied to thermostatic coil (7) from exhaust manifold. The manifold heat tube (23) is pressed into a recess at top and center of exhaust manifold. This tube fits around but does not contact thermostatic coil (7). The choke seal tube (24) telescopes into choke body and acts as an additional heat seal.

OPERATION

See Fig. 6-52.

With the engine cut-off and cold the choke valve (10) will be closed and the various operating parts of the choke unit will be positioned as shown.

As the accelerator pedal is FULLY depressed, throttle cam (12) pushes on cam roller (15). This causes spring of lever (16) to push piston connecting rod (17) toward take-off piston (4).

At the same time as accelerator is depressed, the engine starter rotates engine causing air to enter at choke valve (10). Since choke valve (10) is mounted on an offset shaft, the air has a tendency to open choke valve. In rotating toward open position, the choke valve tends to push take-off piston (4) against take-off piston spring (25). This is because take-off piston (4) is connected to choke valve (10) through rack (5), gear (6), thermostatic coil (7), coil shaft (8), and choke control shaft (11).

After 7 to 10 seconds cranking, sufficient air will have passed dash pot piston (18) to allow pull-out lever (16) to move piston connecting rod collar (20) against rack end of piston (4).

If engine has not started after 7 to 10 seconds of cranking, lever (16) will partially release choke valve (10). This release occurs because pull-out lever (16) continues to move piston connecting rod. Piston (4) and rack (5) are connected to

therefore continued movement of piston connecting rod (17) partially releases choke.

At the approximate time that piston connecting rod collar (20) contacts rack (5) dash pot piston (18) has moved forward and uncovered port hole (26). This destroys dash pot action of piston (18) allowing partial choke opening to occur rapidly.

Partial choke opening after 7 to 10 seconds of cranking may be prevented by depressing accelerator pedal only to point of starter engagement during the starting operation. This movement of accelerator pedal results in less movement of open throttle pull-out lever (16). Consequently, the lever (16) will not move piston (4). The spring incorporated in lever (16) loses its effective tension on piston connecting rod (17) as soon as the two ends of lever (16) attain their original angular relation.

Should the engine start before 7 to 10 seconds of cranking, vacuum acting through passage (21) immediately acts on take-off piston (4). Piston (4) moves in direction of screw plug (26) as the result of vacuum and partially releases choke valve (10). (Linkage connecting piston (4) and choke valve (10) is described above.) Seven to ten seconds is required for piston (4) to complete its travel because piston (4) is resisted by dash pot piston (18).

Immediate wide open throttle operation will result in loss of vacuum acting on piston (4). This loss in vacuum will result in piston (4) returning choke valve (10) toward closed position momentarily, but will not continue in this richer position. As accelerator is opened wide enough to cause loss of vacuum, throttle cam (12) will be rotated far enough to cause lever (16) to hold piston (4) in same position vacuum would hold piston (4).

Continued operation of the engine heats the exhaust manifold which in turn heats the thermostatic coil (7). Heat causes ther-

end of thermostat coil is fastened to gear (6) which is in place by rack (5). Therefore, only the lower end of thermostat coil can revolve as it is heated. Lower end of coil is attached to choke valve (10) through coil shaft (8) and control shaft (11). As the heat increases the choke valve opens.

When heat is sufficient to completely open choke valve the choke is entirely out of commission insofar as car operation is concerned.

On acceleration, during the warm-up period, additional fuel is supplied. This is accomplished by the take-off spring (25) quickly returning piston (4) and moving rack (5) toward choking position before the open throttle pull-out lever (16) functions to hold piston (4) in the "choke-off" position. The action of lever (16) is retarded by dash pot (18). When piston (4) is at the end of its travel due to vacuum, piston (18) is not forward enough to uncover port (26). Therefore, time for enough leakage past piston (18) is necessary to allow uncovering port (26). This allows the momentary choking action.

After choke is fully warmed up, the choke valve will move slightly toward choke position whenever the engine is suddenly accelerated. However, this does not cause any choking action because choke action decreases and is negligible as the choke valve approaches "off" position.

HIGH AND LOW VOLATILITY FUELS

In some parts of the country gasolines may be marketed for easy starting. Some of these fuels are far more volatile than regular gasolines. Such gasolines, however, are not needed in Buick cars for easy starting inasmuch as the automatic choke on Buick has been designed and calibrated to provide easy and positive starting on regular blends of gasoline.

These particularly volatile gasolines make it very easy for an owner to over-choke engine by loading the manifolds

If starting complaints are experienced, they are no doubt due to this condition, provided the choke and engine are tuned properly. Therefore, advise all owners experiencing this trouble, who desire to continue using fuels having such high volatility, to proceed as follows in starting their cars:

After turning on ignition switch, depress accelerator pedal all the way to floor instead of just enough to engage starter. Hold the pedal down in this position until the engine starts and runs sufficiently to allow throttling at a reasonably low speed without stopping.

The same procedure may be followed to overcome hot engine starting complaints.

No damage to the starter mechanism will result from this method of starting as the starter will automatically be released by vacuum switch on the manifold or the generator relay as soon as engine speed increases sufficiently.

CHOKE LUBRICATION

Use no lubricant of any nature. This applies to linkage as well as choke unit.

VOLATILITY SELECTOR

See Fig. 6-52.

A volatility selector is provided for changing the initial choke setting. Use only when necessary to overcome starting or warm-up difficulties due to fuels outside the normal volatility range. For normal fuels the selector pointer (27) should always be set in second notch adjacent to "low" settings. To compensate for highly volatile fuels advance the pointer (27) toward "high" by turning selector adjusting nut (28).

Turn adjusting nut (28) toward "high" for leaner setting and toward "low" for a richer setting. This adjustment is the equivalent of changing the rod length adjustment on past model chokes.

COLD WEATHER STARTING

In cold weather the clutch should be

before depressing the accelerator pedal to remove resistance caused by cold oil in the transmission and insure a higher cranking speed.

1. Turn on ignition switch.
2. Depress the clutch pedal (in cold weather).
3. Depress accelerator pedal to floor.

When engine first fires, keep foot on accelerator pedal long enough to make sure that engine will continue running.

Summer oil should be drained from the crankcase and the proper grade substituted for winter use as shown on Lubrication Chart.

PARTS AND SERVICE

The Delco-Remy automatic choke parts and service are available through United Motors Service Branches and their authorized stations.

Authorized Buick Service Departments may also make necessary repairs and adjustments but parts must be obtained from United Motors Service.

ADJUSTMENTS

All units are properly calibrated at the factory and it should not be necessary to make any adjustments in the field.

DISASSEMBLY AND ASSEMBLY

See Fig. 6-52. To disassemble:

1. Remove carburetor and choke assembly.
2. Disconnect the rubber choke control shaft cover at upper end.
3. Pull choke control shaft (11) out of slot in choke valve.
4. Remove two screws holding choke to carburetor body. Move choke unit toward engine to uncouple camshaft (14).
5. Remove rubber choke control shaft cover and control shaft (11).
6. Pull out choke seal tube (21).
7. Remove choke cover.

pull-out lever (16) and take out lever assembly. (This lever should not be disassembled. Replace as a unit if necessary.)

9. Remove screw plug (25) and spring (25).
10. Disengage teeth of rack (5) and gear (6) and rotate thermostat coil (7) until gear teeth of gear (6) point toward cover plate opening. The two pistons may now be removed without danger of damage by gear assembly.
11. Throttle cam (12) cannot be removed before removing thermostat coil (7) and coil shaft (8). Thermostat coil (7), coil shaft (8), and gear (6) may be removed as an assembly by removing snap ring above ball bearing (28). This method of removal is not recommended because it allows balls to fall out of bearing (28).
12. Loosening of coil adjusting screw (9) will result in the necessity of recalibrating the choke unit. However, if loosening this screw is necessary if thermostat coil (7) is to be removed from coil shaft (8). Coil adjusting screw (9) is an "Allen" set-screw and requires a special wrench. Removing this screw allows the thermostat coil (7), spacer spring between coil and gear (6), and gear (6) to be removed from below. Coil shaft (8) may be lifted out from above and the ball bearing (28) will remain intact on shaft.
13. Throttle cam (12) may be removed after releasing snap ring on carburetor side.

Assemble choke unit in the reverse order.

The following requirements are necessary for proper choke operation:

1. All parts must be clean and free from lubricants of any nature.
2. Ball bearing (28) must be free and held on both sides by snap rings. (Do not lubricate.)
3. Hub of gear (6) must rotate freely

4. Assemble spacer spring between gear (6) and thermostat coil (7).

5. Slot in upper end of thermostat coil (7) must fit over pin extension of gear (6).

6. Coil adjusting screw (9) must be tight. (This may be left loose until choke is calibrated.)

7. Both pistons should be dry and operate freely.

8. Gear (6) and rack (5) must mesh in the relation shown in Fig. 6-52.

9. Open throttle pull-out lever (16) rotate freely after retaining screw is tight.

10. Volatility selector must be set properly. See "Volatility Selector" section.

11. Choke unit must be properly calibrated. See "Choke Calibration" section.

12. Gasket between the carburetor and choke should be dry and must not obstruct vacuum passage (21). Use no gasket paste of any nature.

13. Choke valve (10) must be free to rotate through all positions.

14. Choke control shaft (11) must not be kinked or twisted. When this shaft is held in straightened position the driving notches, at each end of the shaft should be in line. Ends of shaft



should extend into coil shaft (8) and choke valve (10) full extent of travel. Assemble lower end of control shaft and control shaft cover before attaching upper ends. With cold choke it will be found advantageous to hold carburetor throttle in wide open position while attaching control shaft to choke valve.

15. Choke seal tube (24) must have lower end resting on exhaust manifold. This tube slides in choke body and may be pushed to contact manifold.

16. Choke valve (10) may be rotated manually at any time to full extent of travel, without damage to the choke mechanism. If rotated manually, valve should always return to original position when released.

CHOKE CALIBRATION

See Fig. 6-53.

A fixture as shown in Fig. 6-53 is recommended for use in calibrating 1937 Automatic Choke. This fixture may be obtained from United Motors Service.

Proceed with calibrations as follows:

1. Set volatility selector pointer (27) in second notch as shown.

2. Attach fixture to choke, removing choke parts as necessary.

3. Allow choke unit to settle to same room temperature shown on thermometer.

4. Loosen coil adjusting screw (9).

5. Read thermometer which indicates room temperature and choke temperature. Locate this temperature reading on dial of fixture. Rotate arm attached to coil shaft (8) to this dial marking.

6. Tighten coil adjusting screw (9).

IMPORTANT: Never bend thermostat coil. If this coil becomes distorted or twisted it must be replaced.

7. Remove fixture and assemble choke

TECHNICAL TIPS

If no calibrating fixture is available, a reasonable close calibration may be made as follows: (See Fig. 6-54)

1. Obtain a choke unit known to be correct in calibration. Allow this unit,

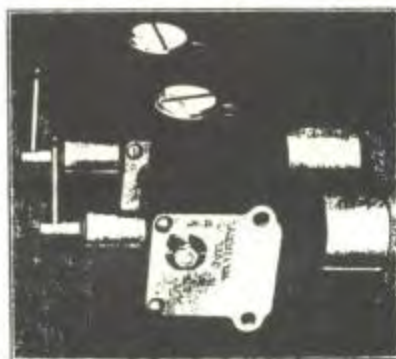


Fig. 6-54. Choke Calibration

together with the unit to be calibrated, to settle to the same room temperature.

2. When the temperature of the two units has become the same, insert a match stick or other suitable indicator in the slot of the coil shaft on each choke unit. See Fig. 6-54.

3. Place both choke units so that they are in the same relative position as shown in illustration.

4. The match stick or indicator on the questionable unit should be parallel with the match stick or indicator of the correct unit.

5. If the match sticks or indicators are not parallel, loosen coil adjusting screw (9) on the questionable unit and rotate coil shaft so that indicators are parallel. Lock coil adjusting screw in place and recheck calibration as outlined. When the two indicators are parallel, the calibration is correct.



AUTOMATIC CHOKE

A new Delco-Remy Model No. 1990101 automatic choke is used which is interchangeable on all Series. The choke is attached to inner side of carburetor with lower end of thermostat housing contacting the exhaust manifold. See Fig. 6-63.

Construction

See Fig. 6-64.

Take-off piston (4) is integral with gear rack (5). Gear rack (5) meshes with gear (6) as shown. Gear (6) is connected with upper end of thermostat coil (7). Lower end of thermostat coil (7) is locked to coil shaft (8) by means of coil adjusting screw (9). Coil shaft (8) is connected to offset choke valve (10) through flexible choke control shaft (11).

By means of the linkage just described it is evident that any movement of take-off piston (4) will move choke valve (10).

Throttle cam (12) is connected with carburetor throttle shaft (13) by means of a slotted coupling at end of choke cam-shaft (14). Therefore, throttle cam (12) always moves with carburetor throttle shaft (13).

The throttle cam acting through cam roller (15) and open throttle pull-out lever (16) tends to push piston connecting rod (17) toward take-off piston (4).



However, the piston connecting rod (17) is permanently attached to dash pot piston (18). Dash pot piston (18) only moves forward as air leaks between the piston and cylinder. Therefore, open throttle pull-out lever (16) is spring-loaded and made in two parts. Each end of lever pivots on lever retaining screw. The spring tends to hold the lever ends at relative angle shown. The two-piece lever (16) makes it possible to operate throttle cam (12) quickly and allow dash pot piston (18) to move toward take-off piston (4) slowly. The force tending to move dash pot piston (18) is the tension of the open throttle pull-out lever spring as it tends to return the ends of lever (16) to their original angular relation.

The dash pot piston connecting rod is free to move into end of piston (4). Piston (4) will not be moved unless movement is great enough to allow piston connecting rod collar (20) to contact end of piston (4).

The cylinder in which piston (4) moves is connected to carburetor through vacuum passage (21). This vacuum passage contains a sump (21) in carburetor body and a sump (22) in choke body. These sumps prevent gasoline gum from contacting piston (4).

Heat is applied to thermostatic coil (7) from exhaust manifold. The manifold heat tube (23) is pressed into a recess at top and center of exhaust manifold. This tube fits around but does not contact thermostatic coil (7). The choke seal tube (24) telescopes into choke body and acts as an additional heat seal.

Operation

See Fig. 6-64.

With the engine cut off and cold the choke valve (10) will be closed and the various operating parts of the choke unit will be positioned as shown.

As the accelerator pedal is FULLY

cam roller (15). This causes spring of lever (16) to push piston connecting rod (17) toward take-off piston (4).

At the same time as accelerator is depressed, the engine starter rotates engine causing air to enter at choke valve (10). Since choke valve (10) is mounted on an offset shaft, the air has a tendency to open choke valve. In rotating toward open position, the choke valve tends to push take-off piston (4) against take-off piston spring (25). This is because take-off piston (4) is connected to choke valve (10) through rack (5), gear (6), thermostat coil (7), coil shaft (8), and choke control shaft (11).

After 7 to 10 seconds cranking, sufficient air will have passed dash pot piston (18) to allow pull-out lever (16) to move piston connecting rod collar (20) against rack end of piston (4).

If engine has not started after 7 to 10 seconds of cranking, lever (16) will partially release choke valve (10). This release occurs because pull-out lever (16) continues to move piston connecting rod. Piston (4) and rack (5) are connected to choke valve, as previously mentioned; therefore continued movement of piston connecting rod (17) partially releases choke.

At the approximate time that piston connecting rod collar (20) contacts rack (5) dash pot piston (18) has moved forward sufficiently to open porting groove (26). This destroys dash pot action of piston (18) allowing partial choke opening to occur rapidly.

Partial choke opening after 7 to 10 seconds of cranking may be prevented by depressing accelerator pedal only to point of starter engagement during the starting operation. This movement of accelerator pedal results in less movement of open throttle pull-out lever (16). Consequently, the lever (16) will not move piston (4). The spring incorporated in lever (16) loses its effective tension on piston connecting rod (17) as soon as the two ends of lever (16) attain their

Should the engine start before 7 to 10 seconds of cranking, vacuum acting through passage (21) immediately acts on take-off piston (4). Piston (4) moves in outward direction as the result of vacuum and partially releases choke valve (10). (Linkage connecting piston (4) and choke valve (10) is described above.) Seven to ten seconds is required for piston (4) to complete its travel because piston (4) is resisted by dash pot piston (18).

Immediate wide open throttle operation will result in loss of vacuum acting on piston (4). This loss in vacuum will result in piston (4) returning choke valve (10) toward closed position momentarily, but will not continue in this richer position. As accelerator is opened wide enough to cause loss of vacuum, throttle cam (12) will be rotated far enough to cause lever (16) to hold piston (4) in same position vacuum would hold piston (4).

Continued operation of the engine heats the exhaust manifold which in turn heats the thermostat coil (7). Heat causes thermostat coil (7) to unwind. The upper end of thermostat coil is fastened to gear (6) which is held in place by rack (5). Therefore, only the lower end of thermostat coil can revolve as it is heated. Lower end of coil is attached to choke valve (10) through coil shaft (8) and control shaft (11). As the heat increases the choke valve opens.

When heat is sufficient to completely open choke valve the choke is entirely out of commission insofar as car operation is concerned.

On acceleration, during the warm-up period, additional fuel is supplied. This is accomplished by the take-off spring (25) quickly returning piston (4) and moving rack (5) toward choking position before the open throttle pull-out lever (16) functions to hold piston (4) in the "choke-off" position. The action of lever (16) is retarded by dash pot piston (18). When piston (4) is at the end of its travel due to vacuum, piston

cover porting groove (26). Therefore, time for enough leakage past piston (18) is necessary to allow uncovering groove (26). This allows the momentary choking action.

After choke is fully warmed up, the choke valve will move slightly toward choke position whenever the engine is suddenly accelerated. However, this does not cause any choking action because choke action decreases and is negligible as the choke valve approaches "off" position.

HIGH AND LOW VOLATILITY FUELS

In some parts of the country gasolines may be marketed for easy starting. Some of these fuels are far more volatile than regular gasolines. Such gasolines, however, are not needed in Buick cars for easy starting inasmuch as the automatic choke on Buick has been designed and calibrated to provide easy and positive starting on regular blends of gasoline.

These particularly volatile gasolines make it very easy for an owner to overcome engine by loading the manifolds during starting trials.

If starting complaints are experienced, they are no doubt due to this condition, provided the choke and engine are tuned properly. Therefore, advise all owners experiencing this trouble, who desire to continue using fuels having such high volatility, to proceed as follows in starting their cars:

After turning on ignition switch, depress accelerator pedal all the way to floor instead of just enough to engage starter. Hold the pedal down in this position until the engine starts and runs sufficient to allow throttling at a reasonably low speed without stopping.

The same procedure may be followed to overcome hot engine starting complaints.

No damage to the starter mechanism will result from this method of starting.

or the generator relay as soon as engine speed increases sufficiently.

CHOKE LUBRICATION

Use no lubricant of any nature. This applies to linkage as well as choke unit.

VOLATILITY SELECTOR

See Fig. 6-64.

A volatility selector is provided for changing the initial choke setting. Use only when necessary to overcome starting or warm-up difficulties due to fueling outside the normal volatility range. For normal fuels the selector pointer should always be set in second notch adjacent to "low" setting. To compensate for highly volatile fuels advance the pointer toward "high" by turning selector adjusting nut (28).

Turn adjusting nut (28) toward "high" for leaner setting and toward "low" for a richer setting. This adjustment is the equivalent of changing the rod length adjustment on past model chokes.

COLD WEATHER STARTING

In cold weather the clutch should be disengaged by depressing clutch pedal before depressing the accelerator pedal to remove resistance caused by cold oil in the transmission and insure a higher cranking speed.

1. Turn on ignition switch.
2. Depress the clutch pedal (in cold weather).
3. Depress accelerator pedal to floor.

When engine first fires, keep foot on accelerator pedal long enough to make sure that engine will continue running.

Summer oil should be drained from the crankcase and the proper grade substituted for winter use as shown on Lubrication Chart.

PARTS AND SERVICE

The opposed piston type of chokes used in 1937 and 1938 involve three different

TECHNICAL TIPS

up to 1937 Series 40 engine No. 4333770 and 1937 Series 60-80-90 engine No. 3321130. For remainder of 1937 production choke model No. 1990001 was used as described in BPS 2.009. All 1938 Series are equipped with choke Model No. 1990101.

Choke Model No. 1990101 will be furnished in service to be used on 1937 cars. When used on 1937 cars a plate will be furnished to cover end where starter vacuum switch is mounted when used on 1938 cars. When choke Model No. 1990101 is used on 1937 cars calibration should be set as given in "Choke Calibration" Section.

The Delco-Remy automatic choke parts and service are available through United Motors Service Branches and their authorized stations.

Authorized Buick Service Departments may also make necessary repairs and adjustments but parts must be obtained from United Motors Service.

ADJUSTMENTS

All units are properly calibrated at the factory and it should not be necessary to make any adjustments in the field.

DISASSEMBLY AND ASSEMBLY

See Fig. 6-64.

To disassemble:

1. Remove carburetor and choke assembly.
2. Disconnect the rubber choke control shaft cover at upper end.
3. Pull choke control shaft (11) out of slot in choke valve.
4. Remove two screws holding choke to carburetor body. Move choke unit away from carburetor to uncouple camshaft (14).
5. Remove rubber choke control shaft cover and control shaft (11).
6. Pull out choke seal tube (24).
7. Remove choke cover.
8. Remove screw holding open throttle

assembly. (This lever should not be disassembled. Replace as a unit if necessary.)

9. Remove vacuum starter switch assembly from end of choke and snap ring holding take off spring (25). For instructions on vacuum starter switch see "Electrical Section".

10. Disengage teeth of rack (5) and gear (6) and rotate thermostat coil (7) until gear teeth of gear (6) point toward cover plate opening. The two pistons may now be removed without danger of damage by gear assembly.

11. Throttle cam (12) cannot be removed before removing thermostat coil (7) and coil shaft (8). Thermostat coil (7), coil shaft (8), and gear (6) may be removed as an assembly by removing snap ring above ball bearing (28). This method of removal is not recommended because it allows balls to fall out of bearing (28).

12. Loosening of coil adjusting screw (9) will result in the necessity of recalibrating the choke unit. However, loosening this screw is necessary if thermostat coil (7) is to be removed from coil shaft (8). Coil adjusting screw (9) is an "Allen" set-screw and requires a special wrench. Removing this screw allows the thermostat coil (7), spacer spring between coil and gear (6), and gear (6) to be removed from below. Coil shaft (8) may be lifted out from above and the ball bearing (28) will remain intact on shaft.

13. Throttle cam (12) may be removed after releasing snap ring on carburetor side.

Assemble choke unit in the reverse order.

Following Requirements Are Necessary for Proper Choke Operation

1. All parts must be clean and free from lubricants of any nature.
2. Ball bearing (28) must be free and held on by snap ring.

3. Hub of gear (6) must rotate freely in choke housing.
4. Assemble spacer spring between gear (6) and thermostat coil (7).
5. Slot in upper end of thermostat coil (7) must fit over pin extension of gear (6).
6. Coil adjusting screw (9) must be tight. (This may be left loose until choke is calibrated.)
7. Both pistons should be dry and operate freely.
8. Gear (6) and rack (5) must mesh in the relation shown in Fig. 6-64.
9. Open throttle pull-out lever (16) rotate freely after retaining screw is tight.
10. Volatility selector must be set properly. See "Volatility Selector" section.
11. Choke unit must be properly calibrated. See "Choke Calibration" section.
12. Gasket between the carburetor and choke should be dry and must not obstruct vacuum passage (21). Use no gasket paste of any nature.
13. Choke valve (10) must be free to rotate through all positions.
14. Choke control shaft (11) must not be kinked or twisted. When this shaft is held in straightened position the driving notches at each end of the shaft should be in line. Ends of shaft should extend into coil shaft (8) and choke valve (10) full extent of travel.
15. Assemble lower end of control shaft and control shaft cover before attaching upper ends. **With cold choke it will be found advantageous to hold carburetor throttle in wide open position while attaching control shaft to choke valve.**
16. Choke seal tube (24) must have lower end resting on exhaust manifold. This tube slides in choke body and may be pushed to contact manifold.
16. Choke valve (10) may be rotated

travel, without damage to the choke mechanism. If rotated manually, valve should always return to original position when released.

CHOKES CALIBRATION

See Fig. 6-65.

A fixture as shown in Fig. 6-65 is recommended for use in calibrating 1938

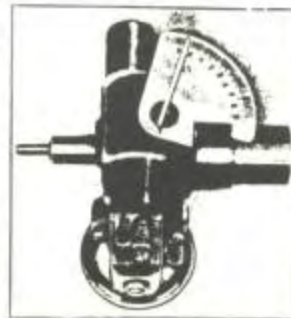


Fig. 6-65



Fig. 6-66. Choke Calibration



Automatic Choke and also for checking vacuum starter switch. The tool number for this fixture is J-1119.

Proceed with calibrations as follows:

1. Set volatility selector pointer in second notch as shown.
2. Attach fixture to choke, removing choke parts as necessary.
3. Allow choke unit to settle to same room temperature shown on thermometer.
4. Loosen coil adjusting screw (9).
5. Read thermometer which indicates room temperature and choke temperature. Rotate arm attached to coil shaft (8) to protractor dial marking given in calibration chart.
6. Tighten coil adjusting screw (9).

IMPORTANT: Never bend thermostat coil. If this coil becomes distorted or twisted it must be replaced.

7. Remove fixture and assemble choke unit.

CHOKES CALIBRATION CHART

Room Temperature Fahrenheit	Protractor Scale Should Read	Calibrations — A — B
48°	-12°	7°
52°	-10°	5°
56°	-8°	3°
60°	-6°	1°
64°	-4°	0°
68°	-2°	+ 2°
72°	0°	+ 5°
76°	+ 2°	+ 7°
80°	+ 4°	+ 9°
84°	+ 6°	+ 11°
88°	+ 8°	+ 13°
92°	+ 10°	+ 15°
96°	+ 12°	+ 17°
100°	+ 14°	+ 19°

Figures shown in column A and B represent protractor degree markings.

1. When calibrating choke model 1990101 to use on 1937 cars set calibration to protractor readings shown in column B.
 2. When calibrating choke model 1990101 to use on 1938 cars set calibration to protractor readings shown in column A.
 3. When calibrating choke models 490-A and 1990001 to use on 1937 cars set calibration to protractor readings shown in column A.
- If no calibrating fixture is available, a reasonable close calibration may be made as follows: See Fig. 6-67.

1. Obtain a choke unit known to be correct in calibration. Comparable units must both be same model number. Allow unit, together with unit to be calibrated, to settle to the same room temperature.
2. When the temperature of the two units has become the same, insert a match stick or other suitable indicator in the slot of the coil shaft on each choke unit. See Fig. 6-67.
3. Place both choke units so that they are in the same relative position as shown in illustration.
4. The match stick or indicator on the questionable unit should be parallel with the match stick or indicator of the correct unit.
5. If the match sticks or indicators are not parallel, loosen coil adjusting screw (9) on the questionable unit and rotate coil shaft so that indicators are parallel. Lock coil adjusting screw in place and recheck calibration as outlined. When the two indicators are parallel, the calibration is correct.

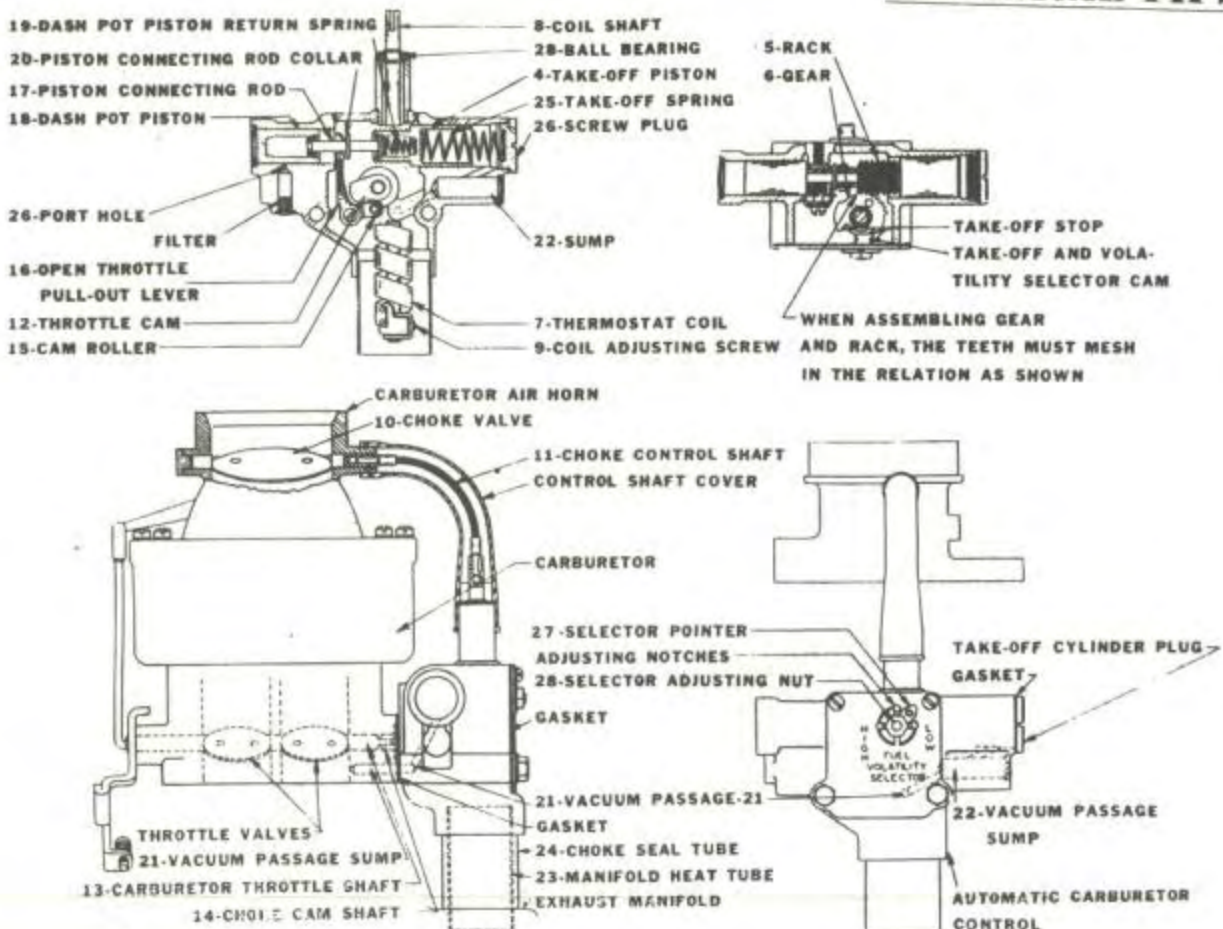


Fig. 6-52. Choke Adjustment Chart

1937 Buick 1938

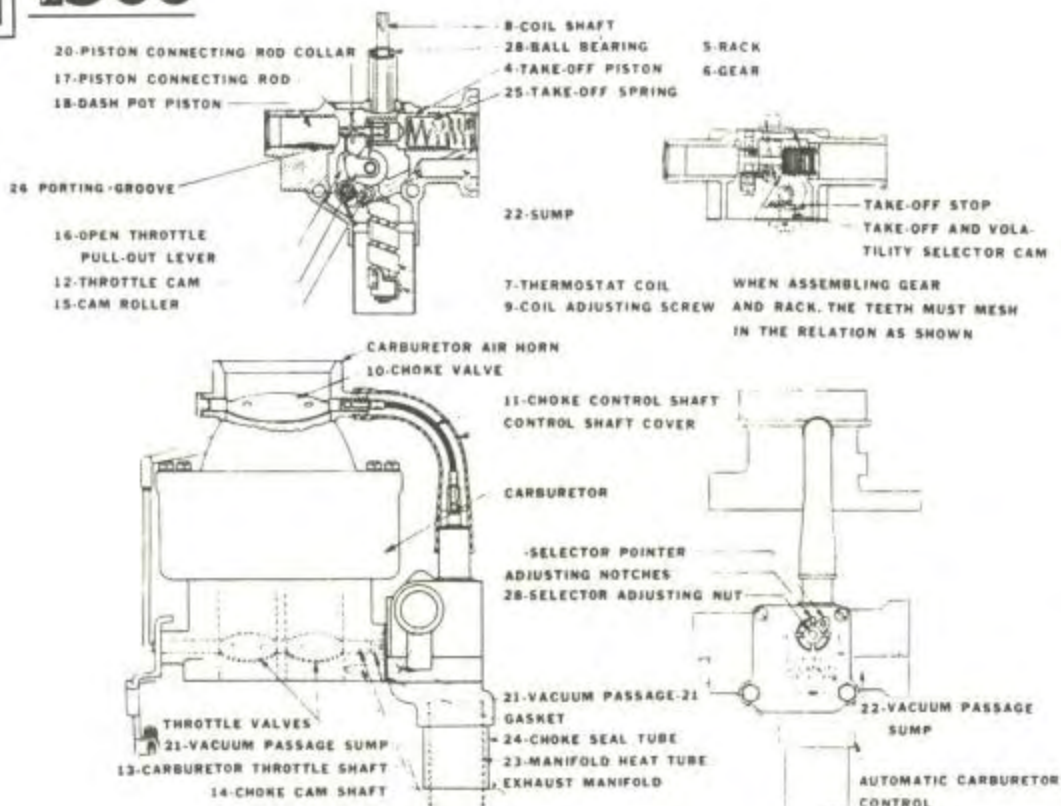
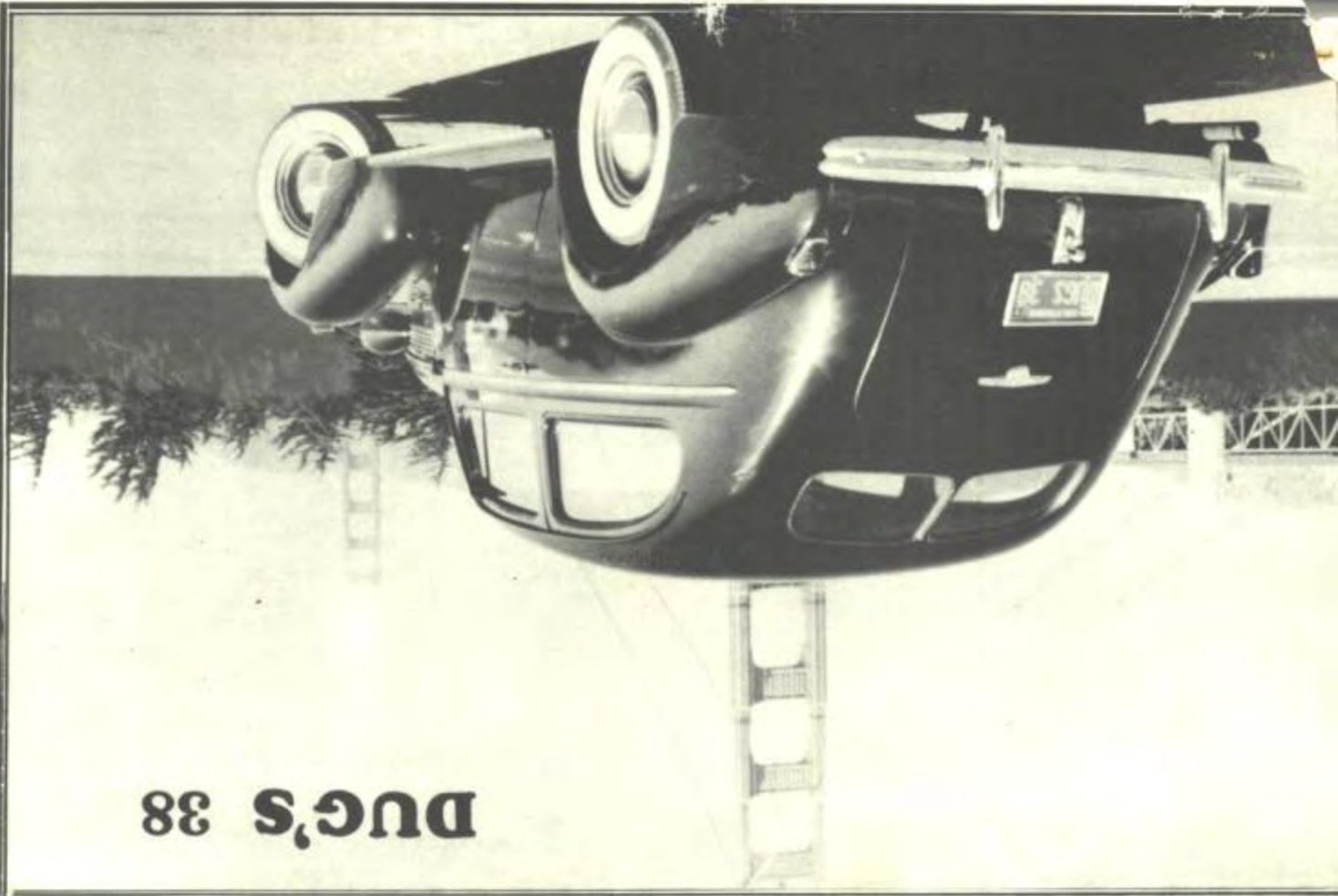


Fig. 6-54. Choke Adjustment Chart



DUG'S 38



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